The Hong Kong Daily Press.

No. 1957 號七十五百九千四第 日一十月八年西癸治同 HONGKONG, THURSDAY, 2ND OCTOBER, 1873. 四拜禮 號二月十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

Oct. 1, SHAFTESBURY, Amr. str., 525, Blethen, Canton 30th Sept., General.—OLYPHANT & Co.
Oct. 1, NIL, French str., 1,200, Samat, Yokohama 25th Sept., General.—M. M. Co.
Oct. 1, MARGOT, Ger. bk., 202, T. A. Volguardson, Chefoo 19th Sept., General.—ARNHOLD, KARBERG & Co.
Oct. 1, IRAOUADDY, French str., 2,400, Bourdon, Shanghai 28th Sept., General.—M. M. Co.
Oct. 1, JOHANN SMIDT, German bk., 400, L. Hagemann, Newchwang 16th Sept., Beans.—BOURJAU & Co.
Oct. 1, SCOTLAND, British str., 1,376, S. D. Washburn, Saigon 26th Sept., General.—VOGEL, HAGEDORN & Co.

Departures.

Oct. 1, ZEUS, for Whampoa.
Oct. 1, ANNA, for Bangkok.
Oct. 1, CHINA, str., for Shanghai.
Oct. 1, SHAFTESBURY, str., for Swatow.
Oct. 1, EMUY, str., for Manila.
Oct. 1, LAURA, for Melbourne.
Oct. 1, VELOS, for Saigon.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 1ST.

Norna, str., for Swatow.
Shaftesbury, str., for Swatow.
Emuy, str., for Manila.
Chloris, for Saigon.

Passengers.

Per *Nil*, str., from Yokohama:—
Messrs. Matsumitzu, Polly, Marcus, Jolissaint Voeoche, and Satobelle.
Per *Scotland*, str., from Saigon:—
85 Chinese.
Per *Iraouaddy*, str., from Shanghai:—
For Hongkong.—Messrs. Allarukhia, O. C. Bean, E. D. Anthony Rennie, R. Anderson, and A. Perkis. For Saigon.—Messrs. Cauvin, G. Veyssiere, M. Boutin, and four seamen. For Suez.—Mr. Haas. For Naples.—Mr. and Mrs. Bismark. For Marseilles.—Mrs. Dick and child, Mrs. Marcetts, Mrs. H. Siebke and child, Messrs. E. C. Essex, F. W. Hubener, W. H. Siegfried, G. Martinot, and A. da Silva.

Per *Norna*, str., for Swatow:—
200 Chinese.
Shaftesbury, str., for Swatow:—
5 Chinese.
Emuy, str., for Manila:—
109 Chinese.

Reports.

The German bark *Margot* reports left Chefoo on the 19th September, and had fine weather throughout.

The French steamer *Nil* reports left Yokohama on the 25th September, had fine weather throughout.

The German bark *Johann Smidt* reports left Newchwang on 16th September, had first day fresh Northerly winds, then light variable winds, latter part of passage still Northerly winds and high sea, light S.W., the last day.

The British steamer *Scotland* reports left Saion on the 26th September; on 29th passed the German brig *Frolic* bound North; on 24th passed a large three-masted steamer bound South; on 28th had fine clear weather with moderate S.W. winds; on 29th till to-day, strong N.E. winds, with clear weather.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Merom	Newcastle	May 9
Aureola	Cardiff	May 19
Moses Day	Cardiff	May 26
Labrador	Newcastle	May 28
McNear	Penarth	June 8
Albert Victor	London	June 10
City of Foochow	Cardiff	June 21
Yoivo	Cardiff	June 26
F. Calderon (s)	Greenock	July 7
Lothair	London	July 11
Dronning Louise	Hamburg	July 17
Diomed (s)	Liverpool	Aug. 12
Banlaff	London	Aug. 8
Mikado (s)	Glasgow	Aug. 16
Gordon Castle (s)	London	Aug. 20
Agamemnon (s)	Liverpool	Aug. 23

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods, &c.

THE HONGKONG HOTEL.
QUEEN'S ROAD (CENTRAL.)

THE Undersigned, Lessees, beg to thank their many Patrons and Friends for their past support and favors; and inform them, that they now having secured the Lease for the next five years, are enabled to make a thorough change in the Establishment. The Premises are being refitted to ensure a perfect first-class accommodation to families and single persons.

Wines and Spirits of the very best quality only are used.

Meals can be had at any hour of the day at the following reduced prices:—

Breakfast	$ 0.50 cents.
Tiffin	0.75 "
Dinner	1.00 "
For the three meals a day	40.00 per month.
For two meals a day, or Tiffin and Dinner only	30.00 "

Private arrangements for boarding, with meals, can be made at such a reasonable rate as to secure permanent customers.

Private gentlemen, from 12 to 18 persons messing together, can have a separate dining-room to themselves. This being the only largest establishment of its kinds in Hongkong, gentlemen favoring with orders for private or public dinners may rest assured of the undersigned giving them every facility and satisfaction.

DORABJEE & HINGKEE,
Proprietors.
1m 1525 Hongkong, 13th September, 1873.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES, particularly adapted for the hot season.
tf 976 Hongkong, 19th June, 1873.

BY SPECIAL APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR,
AND
To H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR,
WOOLLEN DRAPER, HATTER, HOSIER,
AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental Bank.
tf 192] [Feb. 1.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20 °/₀) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 1159 Hongkong, 24th June, 1872.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.
RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	*£ Sterling.*
PAID-UP CAPITAL	80,000,000	3,200,000
RESERVE FUND	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.
LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed
On current deposit accounts at the rate of 2 °/₀ per annum on the monthly minimum balances; 2½ °/₀ subject to 15 days' notice of withdrawal; and 3 °/₀ subject to one month's notice.
On Fixed Deposits:
For 3 months 3 °/₀ per annum.
" 6 " 4 °/₀ " "
" 12 " 5 °/₀ " "
A. PHILIPPE,
Acting Manager.
Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 2nd June, 1873.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
Ad. André, Esq. | C. S. Lemann, Esq.
E. R. Bellino, Esq. | Thos. Pyke, Esq.
A. F. Heard, Esq. | Hon. R. Rowett.
A. Joost, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 1st April, 1873.

NOTICE.

HONGKONG AND SHANGHAI BANKING COPORATION.

AN Agency of the Corporation has been opened at Amoy, under the charge of Mr. H. ARENDSOTH.
By order of the Court of Directors,
JAMES GREIG,
Chief Manager.
1m 1501 Hongkong, 9th September, 1873.

FORGERY.

CAUTION.

AN exceedingly well executed FORGERY of a $50 NOTE of the HONGKONG AND SHANGHAI BANKING CORPORATION having been presented at the Bank for payment, the undersigned desire to caution the Public against receiving notes of that denomination, and request that holders of such notes should at once present them at the Bank for encashment.
ED. SHARP & TOLLER,
Solicitors to the Hongkong and Shanghai Banking Corporation.
1m 1511 Hongkong, 10th September, 1873.

$1,000 REWARD.

WITH reference to the above Advertisement, the undersigned offer a reward of ONE THOUSAND DOLLARS to any person or persons who will give such information as will lead to the detection and conviction of the perpetrators of the forgery.
ED. SHARP & TOLLER,
Solicitors to the Hongkong and Shanghai Banking Corporation.
1m 1512 Hongkong, 10th September, 1873.

No. 141.
GOVERNMENT NOTIFICATION.

WHEREAS, it has been reported to the Government that the notes of the value of Fifty Dollars cash, issued by the HONGKONG AND SHANGHAI BANKING CORPORATION, have been forged.

Notice is hereby given, that in addition to the Reward of One Thousand Dollars offered by the Directors of the said Corporation, to the Person or Persons who can give such information as will lead to the apprehension and conviction of those who are implicated in the Commission of the Forgery referred to, *a Free Pardon* will be granted by His Excellency the GOVERNOR to any Person, the Principal in the First Degree only excepted, who shall give information as shall lead to the apprehension and conviction of one or more of the guilty Parties.

By command,
CECIL C. SMITH,
Acting Colonial Secretary.
1m 1513 Hongkong, 10th September, 1873.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1872.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of their Contributions for the year ending 31st December last, in order that the distribution of *Twenty per cent.* (20 °/₀) of the Nett Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
tf 1069 Hongkong, 1st July, 1873.

Notices of Firms.

NOTICE.

THE interest and responsibility of the late Mr. CHARLES WILSON MURRAY, in our Firm, ceased on the 16th August last.
BIRLEY & Co.
tf 1615 Hongkong, 1st October, 1873.

NOTICE.

THE business of the Undersigned will, from this date, be conducted under the name and style of EDWARD NORTON & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1571 Hongkong, 22nd September, 1873.

NOTICE.

THE interest and responsibility of Mr. S. J. EDDHOU, in our firm in Hongkong, ceased on the 31st December, 1872.
E. D. SASSOON & Co.
1m 1486 Hongkong, 8th September, 1873.

THE interest and responsibility in our firm of Mr. JOHN H. SMITH ceased on the 30th of April last.
F. BLACKHEAD & Co.
tf 708 Hongkong, 1st May, 1873.

MR. ADOLPHUS CORDES has this day been admitted a partner in our firm.
A. CORDES & Co.
tf 458 Tientsin, 1st January, 1873.

NOTICE.

WE beg to intimate that we have this day sold and assigned all our Stock-in-Trade unto Mr. J. H. BAKER, who has also taken over the premises in which our late business has been carried on. All persons indebted to our Firm are requested to pay the amount of their accounts, and all persons having claims against our Firm are requested to send in their accounts for payment to
BONNETT & Co.,
Queen's Road.
1m 1471 Hongkong, 4th September, 1873.

WITH reference to the above, I respectfully beg to inform the Public that I have this day taken over the Stock-in-Trade of Messrs. BONNETT & Co., and will re-open the premises lately occupied by them on the 15th instant, in the Millinery, Dress-making, and General Drapery business, under the name or style of BAKER & Co.
J. H. BAKER,
24, Queen's Road.
1m 1472 Hongkong, 4th September, 1873.

NOTICE.

THE Partnership hitherto existing between CHARLES VINCENT and ROBERT HANNAH CAIRNS, as *Marine Surveyors*, under the Style of VINCENT & CAIRNS, ceased this day by mutual consent. The said CHARLES VINCENT retires, and the said ROBERT HANNAH CAIRNS will in future carry on the Business in his own name.
R. H. CAIRNS.
No. 1, Club Chambers,
Hongkong, 19th August, 1873. [tf 1371

TO LET.

THE HOUSE No. 4, at Lower Mosque Terrace.
G. VON OVERBECK.
tf 1591 Hongkong, 30th September, 1873.

TO LET,
With Possession on 1st October.
NO. 2, WESTBOURNE VILLAS, Caine Road. Gas and Water.
Apply to
RAWLING, MEDLEN & Co.,
Architects, &c.
tf 1438 Hongkong, 2nd September, 1873.

TO LET,
With Possession on 1st October.
NO. 14, Shelley Street, containing Eight ROOMS. Rent, $40 per month.
Apply to
RAWLING, MEDLEN & Co.,
Architects, &c.
tf 1439 Hongkong, 2nd September, 1873.

TO LET.

A THREE-STOREY Comfortable HOUSE, in a respectable locality, Hollywood Road, having nine rooms and a fine view of the whole Harbour. Gas and Water laid on.
Apply,
No. 12, HOLLYWOOD ROAD.
tf 1464 Hongkong, 4th September, 1873.

TO LET,
With immediate possession.
THE HOUSE No. 20, Wyndham Street. Gas and Water laid throughout.
Apply to
J. A. CARVALHO.
tf 1427 Hongkong, 1st September, 1873.

FOR SALE OR TO LET.

MARINE Lot No. 121, Wanchi, fronting on the Praya, now occupied by the HONGKONG AND WHAMPOA DOCK COMPANY, as a Ship and Timber Yard.
Apply to
S. E. BURROWS & SONS.
tf 1350 Hongkong, 18th August, 1873.

TO LET.

THE HOUSES Nos. 3, 4, 6, and 13 in Seymour Terrace. Apply to
DAVID SASSOON, SONS & Co.
tf 1328 Hongkong, 15th August, 1873.

TO LET.

THAT Commodious HOUSE No. 5, Chancery Lane. Possession can be had on the 1st September.
Apply to
G. FALCONER & Co.
tf 1319 Hongkong, 14th August, 1873.

TO LET,
With immediate possession.
THE HOUSE No. 12, Arbuthnot Road, lately occupied by Mr. A. E. VAUCHER.
Apply to
J. A. DE CARVALHO.
tf 1236 Hongkong, 1st August, 1873.

TO LET.

THE HOUSE No. 1 in Caine Road, near the Italian Convent.
Apply to
J. J. DOS REMEDIOS & Co.
tf 1161 Hongkong, 19th July, 1873.

TO LET.

COMMODIOUS GODOWN and OFFICE in Queen's Road.
LANE, CRAWFORD & Co.
tf 1147 Hongkong, 15th July, 1873.

TO LET.

THE HOUSES Nos. 35, 37, 41, 43, and 45, in Wyndham Street.
Apply to
J. J. DOS REMEDIOS & Co.
tf 1051 Hongkong, 28th June, 1873.

FOR RENT.

A FIRST-CLASS GRANITE GODOWN, at Wanchi.
Apply to
S. E. BURROWS & SONS.
tf 781 Hongkong, 20th May, 1873.

TO BE LET.

THE HOUSE No. 13, Staunton Street, containing 7 Rooms. Side entrance for Servants. Possession can be had on 1st proximo.
Apply to
J. H. COX,
41, Queen's Road.
tf 918 Hongkong, 10th June, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/₀) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
THIS DAY,
the 2nd October, 1873, at noon, at his Sales Rooms, Queen's Road,—
50 Cases Australian PRESERVED MEATS.
Borden's Condensed MILK.
Olive OIL.
SARDINES, in ¼ tins.
Barrels American BEEF.
Potted MEATS.
No. 2 CIGARS, Solace TOBACCO.
Hubbuck's Paint OIL.
Hair and Shoe BRUSHES.
Looking GLASSES.
Coloured ENGRAVINGS.
Gilt CLOCKS.
Patent CLOSETS.
Zinc BATHS.
Bales California HAY.
And Sundry other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1621 Hongkong, 1st October, 1873.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Queen's Road,
TO-MORROW,
the 3rd October, 1873, at noon,—
Gas and Kerosine CHANDELIERS, Gilt and Bronzed Gas BRACKETS, Drawing Room Perpetual FOUNTAINS, Crystal LUSTRES, with PENDANTS, Walking CANES, RAZORS, Key RINGS, PADLOCKS, Iron Case LOCKS, Carpet BAGS.
Also,
14 Barrels American BEEF.
18 " " PORK.
25 Starr Arm Co. REVOLVERS.
25 Sharp's RIFLES.
MUSKETS and Navy PISTOLS.
50 Reams White FOOLSCAP.
And,
A Milch COW and CALF.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1622 Hongkong, 1st October, 1873.

PUBLIC AUCTION.

VALUABLE BUSINESS PREMISES, GODOWNS, PIER, PLANT, AND MACHINERY.

BY ORDER OF THE MORTGAGEES.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, (unless previously disposed of by Private Contract,) on
TUESDAY,
the 11th November, 1873, at Noon,
Upon the premises,—
All that VALUABLE PROPERTY, held under Crown Leases for the Residue of Terms of 999 years, being the whole of the Premises lately occupied by
THE HONGKONG PIER AND GODOWN COMPANY, LIMITED,
situate at Praya East, Hongkong, on Marine Lots Nos. 29, 29A, 30, and 30A, and consisting of a Commodious DWELLING HOUSE, EXTENSIVE WAREHOUSES, GODOWNS, and BUSINESS PREMISES, together with the WHARF and PIER, extending into the Harbour from the Public Praya, opposite to the said premises.

Also, the ENGINES, STEAM CRANES, WAGGONS, CARTS, CARRIAGES, ROPES, GEAR, MACHINERY, and FIXTURES, lately used by the said Company, and now in or about the said premises.

The Company was authorized to construct the said Wharf and Pier by Ordinance No. 11 of 1871, and the same are sold subject to the rights of the Crown.

The Vendors have been in communication with the Government, as to the facilities which would be afforded to purchasers to carry on a similar business to that of the said Company, and all information on the subject can be obtained on application, at the office of the Undersigned, where an Inventory of the PLANT, FIXTURES, and MACHINERY may be inspected.

TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Transfer Deed, which is to be made out by the purchaser at his own expense.

The Property to be at the Purchaser's risk on the fall of the hammer.
LANE, CRAWFORD & Co.,
Auctioneers.
1603 Hongkong, 30th September, 1873.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Steamer *POWAN* will henceforth run under the Customs Regulations for River Steamers, carrying Cargo and Passengers between this port and Canton the same as the *KIN-SHAN* and *KIUKIANG*. The Tariff for Cargo per *POWAN* is considerably lower for certain articles than that for day steamers.

Copies of the Tariff may be procured on board the steamer, at the Company's office, or at the Agencies in Canton and Macao.

The Steamer leaves HONGKONG on MONDAYS, WEDNESDAYS, and FRIDAYS, at 6 P.M., and CANTON the alternate days, (Sundays excepted), at 5 P.M.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1545 Hongkong, 17th September, 1873.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon
tf 1561 16th September, 1873.

STAG HOTEL,
QUEEN'S ROAD CENTRAL.

FROM this date, SINGLE MEALS at the above Hotel will be CHARGED at the following rates:—
Breakfast.....50 cents.
Tiffin.....50 "
Dinner.....75 "
WM. DOLAN,
Proprietor.
1m 1540 Hongkong, 16th September, 1873.

NOTICE.

HONGKONG PIER AND GODOWN COMPANY, LIMITED.

THE business of the above Company will be CLOSED from the 1st August proximo, until further notice.
By order,
MICHAEL MOSS,
Secretary.
tf 1231 Hongkong, 30th July, 1873.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.
1y 966 Hongkong, 18th June, 1873.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

AFTER SATURDAY, the 27th instant, the hour of DEPARTURE of the steamer for Macao on Saturdays, will be at 2 P.M., as on other days.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1567 Hongkong, 22nd September, 1873.

NOTICE.

THE Undersigned has established a SCHOOL for BOYS at the undermentioned address, and hopes to receive the patronage of the Public of Hongkong and the adjacent ports.

Chambers's Educational Course is that which is used in the School.

TERMS:—For Day Scholars, $3.00 per mensem.

For Boarders, who would receive the comforts of a home, as per agreement.
J. M. HANLON,
7, Gage Street, Hongkong.
1m 1476 Hongkong, 6th September, 1873.

LICK HOUSE,
CORNER MONTGOMERY AND SUTTER STREETS,
SAN FRANCISCO, CALIFORNIA.

THE "LICK" offers unsurpassed accommodation for Tourists, being centrally located, and having horse cars for all parts of the city passing its door. Its rooms and suites are unequalled for comfort, while its Dining Hall is acknowledged to be the most elegant room of its kind in America, or the Continent. Its cuisine is second to no institution of its kind; every luxury of the season, prepared by the ablest of cooks, being daily placed on its tables. In fact, the "LICK" offers to the Tourist a home, where every attention is guaranteed for the comfort of its guests that the most careful judgment of experienced men in their several callings, can afford. [3m 1477

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 86 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, resparred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder. Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 721 May 8

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1872.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the Year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25 °/₀) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE,
Secretary.
4m 1082 Hongkong, 1st July, 1873.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ½ of the annual rate.
Not exceeding 1 month, ¾ do. do.
Above 1 month and not exceeding 3 months... 1 do. do.
Above 3 months and not exceeding 6 months... 1½ do. do.
NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.
Other dwelling Houses, used strictly as such, and their contents. } ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent
GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.
tf 864 Hongkong, 7th March, 1865.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 °/₀ allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1863 Hongkong, 26th July, 1872.

Intimations.

HONGKONG CRICKET CLUB.

THE OPENING MATCH will be played on SATURDAY next, the 4th instant, between the FIRST ELEVEN and the NEXT TWENTY-TWO.

Wickets will be pitched at 11.30 A.M. precisely.

The ANNUAL DINNER will be given in the Hongkong Club House at 8 P.M. the same day.
W. S. YOUNG,
Hon. Sec.
4d 1613 Hongkong, 1st October, 1873.

PEKING THE GOAL—THE SOLE HOPE OF PEACE.

MR. NYE'S SECOND LECTURE, under the above title: Pages 104, Price $1. For Sale by Messrs. LANE, CRAWFORD & Co.

"From Ainam bay begins the ancient reign
Of Chinese beautious art-adorned domain;
Wide—from the burning to the frozen skies—
O'erflow'd with wealth, the potent Empire lies."
14d 1619 Hongkong, 1st October, 1873.

A GOOD GOLD WATCH, English made, with Initials on the case (supposed to be stolen,) is now in the possession of the Superintendent of Victoria Gaol, and will be delivered up to any person giving a correct description of the same, under instructions.
7d 1623 Hongkong, 30th September, 1873.

NORTH GERMAN FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this port, are prepared to grant Policies against Fire to the extent of $45,000, on Buildings, or on Goods stored therein, subject to a bonus of 20 per cent.
MELCHERS & Co.
3m 1618 Hongkong, 1st October, 1873.

MACAO.

FOR SALE.

THE PROPERTY of a gentleman leaving the Colony:—
A CARRIAGE, Two PONIES, and HARNESS, complete.
Apply to
L. A. DE GRACA.
Royal Hotel,
Macao, 29th September, 1873. [tf 1620

NOTICE.

STEAM TO SOUTHAMPTON *via* SUEZ CANAL.

THE *GWALIOR*, conveying the homeward mails from Hongkong of 30th October, will proceed to Southampton via the Suez Canal.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 30th September, 1873. [1606

NORTH-CHINA INSURANCE COMPANY, 1872-74.

NOTICE is hereby given, that TWELVE SHARES, Nos. 587 to 598, have been placed in the hands of the Company FOR SALE, and SEALED TENDERS for purchase of one or more of these, marked "Tender for Share No. —," will be received at this office until SATURDAY, 18th October, 1873.

Contributory Premia Tls. 3,789.91 attach to each of the above shares, and First and Second Dividends, amounting to Tls. 80 per share, and 5 °/₀ on contributions, have already been paid thereon.

The highest, or any Tender, will not necessarily be accepted.
By order of the Court of Directors,
J. KENNARD DAVIS,
Acting Secretary.
14d 1604 Shanghai, 24th September, 1873.

NOTICE.

TO OWNERS OF PROPERTY IN HONGKONG,
ABSENTEE AND RESIDENT.
BARRINGTON & ALGAR,
HOUSE AGENTS
AND
VALUATORS,
9, Hollywood Road, Hongkong.

BARRINGTON & ALGAR having had 8 years' experience in the above business, undertake the personal Collection of Rents, effecting Repairs, and General Management of House Property, at a moderate rate of Commission. Valuations, &c., made.
REFERENCES. Security if required.
1470 Hongkong, September, 1873.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON.

CAPITAL—1,250,000 DOLLARS, IN 500 SHARES OF $2,500 EACH.

PAID-UP CAPITAL, $250,000; OR $500 PER SHARE.

Provisional Committee.
THOMAS PYKE, Esq., of Messrs. Birley & Co.
S. D. SASSOON, Esq., of Messrs. David Sassoon, Sons & Co.
A. JOOST, Esq., of Messrs. Siemssen & Co.
H. LOWCOCK, Esq., of Messrs. Gibb, Livingston & Co.
The Hon. P. RYRIE, of Messrs. Turner & Co.
The Hon. JAS. WHITTALL, of Messrs. Jardine, Matheson & Co.
H. B. LEMANN, Esq., of Messrs. Gilman & Co.

AT A GENERAL MEETING held on TUESDAY, the 1st July, 1873, it was resolved to continue the Society from the 1st of January, 1874, on the basis of a continuous Office, with an annual reallotment of the Shares, and to increase the number of Shares to 500 of $2,500 each, with $500 per Share paid up, instead of 250 Shares of $5,000, with 1,000 per Share paid up.

Applications for Shares in the new Society, in the subjoined form, will be received until Noon of Saturday, the 15th November next, at the Office of the Society in Hongkong, and until Noon of Saturday, the 1st November next, at the several Agencies of the Society.

Forms of Application for Shares are obtainable from the Secretary in Hongkong, and from the Society's Agents at the various ports.

By order of the Provisional Committee,
N. J. EDE,
Secretary.
..... 1873.

To the Provisional Committee of the UNION INSURANCE SOCIETY OF CANTON.
GENTLEMEN,—
I hereby request that you will allot to ..... Shares in the above Society, and ..... agree to accept such Shares or any less number you may allot to....., and ..... agree to pay the First Call of Five Hundred Dollars per Share, and all subsequent Calls, and to subscribe the Articles of Association when called upon to do so.
Gentlemen,
Your obedient Servant
Name.....
Address.....
1135]

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

Intimations.

TO LET,
With Possession on 1st November.
THE HOUSE No. 19A, Hollywood Road, presently occupied by Messrs. LANE, CRAWFORD & Co.
Apply to
DOUGLAS LAPRAIK & Co.
7d 1626 Hongkong, 2nd October, 1873.

TO LET,
With prompt possession.
NO. 10, UPPER MOSQUE TERRACE, a CORNER HOUSE, with good view; Four Rooms, Bath and Dressing Rooms, Out-Houses, &c. Water laid on. Rent, Fifty Dollars per month. Apply to
T. G. LINSTEAD.
tf 1627 Hongkong, 2nd October, 1873.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship
"MADRAS"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER,
Superintendent.
P. & O. S.-N. Co.'s Office,
Hongkong, 2nd October, 1873. [1628

NOTICE.

OWNERS of Property in Hongkong requiring Tenants, are invited to place the same on Registry of
HOUSES, &c., TO LET,
kept by the undersigned.

Those seeking Houses, are invited to inspect the Register, thereby saving time and trouble. A moderate commission charged.
BARRINGTON & ALGAR,
HOUSE AGENTS, &c.,
9, Hollywood Road, Hongkong.
tf 1624 Hongkong, 2nd October, 1873.

KOSS & Co.,
TAILORS AND OUTFITTERS,
Received, ex latest arrivals,

THEIR NEW STOCK of ready-made CLOTHING, of every description and size, all of the latest fashions and best materials; a splendid fit guaranteed.

They beg also to call attention to their other articles, viz: Felt HATS, Silk HATS, Vienna BOOTS, WHITE SHIRTS, COLLARS, SCARFS, UNDERSHIRTS, SOCKS, &c.

The Finest French NOUVEAUTES, TROUSERINGS, Black and Blue CLOTH, DOESKINS, COATINGS, TWEEDS, &c., they keep on stock, to solicit orders to be taken by measure

"THE CHRONICLE AND DIRECTORY"
FOR 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH
OF THE
FOREIGN SETTLEMENTS OF SHANGHAI,

In addition to a Chromo-Lithograph Plate of the
NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of
THE VARIOUS HOUSE FLAGS
(Designed expressly for this Work)
MAPS OF HONGKONG, JAPAN, and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao.....Messrs. J. P. DA SILVA & Co.
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Amoy..... " WILSON, NICHOLLS & Co.
Formosa..... " WILSON, NICHOLLS & Co.
Foochow..... " HEDGE & Co.
Ningpo..... " KELLY & Co., Shanghai.
Shanghai..... " HALL & HOLTZ.
" " KELLY & Co.
Hankow and River Ports. " HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING CO.
Hiogo, Osaka....THE C. & J. TRADING CO.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
" " Mr. E. J. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOTZAGA & Co.
Saigon..... " M. RIBEIRO & Co.
Singapore.....*Straits Times* Office.
London.....Mr. F. ALGAR, Clement's Lane.
" ..... " GEO. STREET, 30, Cornhill.
" .....Messrs. TRÜBNER & Co.
" ..... " BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co 37, Park Row.
Chefoo and Newchwang. " HALL & HOLTZ and KELLY & Co., Shanghai
Tientsin and Peking..... " HALL & HOLTZ and KELLY & Co., Shanghai.

The Daily Press.

HONGKONG, OCTOBER 2ND, 1873.

THE exposition which the Chairman of the Chamber of Commerce at Saigon makes of the Commercial state of that Colony, in the address, of which a translation is given further on, affords an important indication of the direction in which affairs have been drifting. Saigon does not pay as a commercial depôt. It consumes but little from home, and its exports are almost entirely limited to rice. Even this is shipped by Chinese and foreign merchants, and carried in foreign vessels; so that French commerce is left out in the cold in a French Colony. Such, in brief, is the state of affairs which the President of the Chamber of Commerce sets forth; and he states very emphatically that the time has come when something must be done to put an end to the stagnation.

The remedy which he suggests is, stated broadly, that every encouragement should be given to Chinese agricultural labourers, and also to foreign capitalists, to come to the Colony, so as to develop its resources, and enable it to produce new articles of Export, while becoming by the increased population a larger mart for imports from home.

The recommendations certainly seem practical, and it may be hoped for the benefit of Saigon they will be acted upon, as to judge from the despondent tone of the President's address, some such measure as that which he advocates is the only hope of giving the Colony any other standing than that of an expensive military and naval station.

There can be no doubt that M. DIERX's remarks are made in a great measure against the pernicious protective system, which has been going on at Saigon, and which has kept the Chinese and others out of the country. There have been very heavy taxes levied upon native immigrants, and this, as clearly pointed out in the report, has kept out of the country the class of men most likely to be of value in the development of a new Colony. There can, we think, be very little question that, if facilities and protection were offered to Chinese immigrants, a large number would find their way to Saigon; and it might be hoped this outlet for the superfluous population of the Flowery Land would take the place of emigration to Peru, until the latter is regulated in such a way as to do away with the abuses which have called forth so much indignation.

The chief difficulty, however, will be that of attracting to the Colony sufficient capitalists to carry on operations on a scale such as will induce a large commerce of the kind anticipated from the measure. The recommendation, therefore, that facilities should be offered to all nationalities, seems to be a wise one, and is in accordance with the liberal principles of the present day.

The suggestion with which the address concludes, in reference to Tonquin, is significant; as it has somewhat the appearance of being made to order, and, considering the extent to which the French Government has to do with all matters of a public nature, there would seem to be reason to believe that the Government at Saigon has some such idea as that recommended itself. The little spot in Tonquin, for the benefit of the health of the exhausted Saigonese, will probably be considerably larger than is made to appear from the modest form in which a movement in that direction is advocated by the prudent President of the Chamber. It is clear from the whole drift of the paper under notice, that the Colony of Saigon is felt to be too circumscribed, and that it is believed it cannot continue to exist as a commercial Colony unless something be done to push forward its relations, and to make it the depôt for a largeproducing and consuming country. The state of affairs set forth will explain the anxiety which France has long felt to find a trading route between Tonquin and China; and, should the views of the Colonists find favour with the Home Government in France, there would seem every reason to look for important movements before long.

The steamer *Chinkiang* arrived at Shanghai on the 30th ultimo.

News is brought by the steamer *Lap-tek* that the first prize in the September Manila lottery, goes to Shanghai.

H. B. M. gunboat *Avon* sailed from Manila for Singapore on the 17th ult., and on the 26th put into Sual, on account of stress of weather.

The Home papers state that Captain John E. Parish has been appointed to the *Princess Charlotte*, and to be Commodore of the second class at Hongkong, vice Commodore Shortt, whose time has expired.

Notices have been posted up about the Colony by the Government, warning people against flying kites in the streets, and informing them that they are liable to be arrested by the police if caught in the act.

The scavenger in the Western-market, who gave information to P.C. Doveton, concerning the diseased pig being dressed for sale in the market, has been rewarded by the Government with $10, through the Hon. C. May's representation of the case.

The *Courier* has the following:—We understand that letters have been received from the Rev. Dr. Legge, at New York, which city he had reached safely, and in good health. Liberal offers had, it appears, been made to him with reference to a Chinese Professorship in that city, and it was thought not unlikely that he might accept such a position. But in any case he must first visit his home and family in Scotland, and for that destination he was on the eve of sailing at the time he wrote the letters referred to.

The steamer *Lap-tek*, from Manila, brings intelligence that two German vessels, the *Maria Louise* and *Gazelle*, have been seized by a Spanish man-of-war off the coast of Sooloo, and brought to Manila and condemned, notwithstanding the protests of the German and English Consuls. The crew of the *Gazelle* have been liberated, but the captain and supercargo of the *Maria Louise*, who escaped from the vessel at Conte, will be treated as spies, if caught outside the houses of their respective Consuls. The captain is at the German Consul's, and the supercargo, who claims British protection, at the English Consul's.

The supercargo on board the *Maria Louise*, which, according to the intelligence brought on Tuesday from Manila, had been seized by the Spaniards, is Mr. J. B. Field, who is well known as having come frequently before the public in this Colony. It is stated that she had a large quantity of arms on board, and this is probably the reason of her being seized. The Spaniards have long been carrying on war with Sooloo, and have declared it to be blockaded. At the same time, the likelihood is that if the vessel had only been trading in an ordinary way, she would not have been interfered with. This would appear to be the case from the fact that vessels trading with Borneo have frequently been near Sooloo, but have not been molested. In the case of the *Scotland*, an American schooner, which was boarded by the Spaniards, the vessel was allowed to pass.

POLICE INTELLIGENCE.

October 1st.

BEFORE THE HON. C. MAY.

UNLAWFUL POSSESSION.

Chong-a-sing, a boatman in the employ of Messrs. J. S. Hook, Son & Co., was charged by Chinese constable No. 250, with the unlawful possession of about ten catties of dry cuttle-fish and fish-maws, valued about $5.

Defendant said he purchased them, but could not point out the shop.

Mr. Francisco Collaço stated the defendant is captain of the lighter *Despatch*. The lighters have been discharging cuttle-fish lately, and the cuttle-fish produced may be some of it. The defendant provides the crew of the boat.

Mr. May told defendant he was a pretty specimen of a captain. There was no doubt when he went to bed, he thought he had done a nice day's work, never remembering he would be found out some day.

Fined £10, in default, three months' hard labour.

REMANDED CASE.

The woman residing at Wong-nei-cheong, charged by her father-in-law on suspicion of stealing $22.50, was brought up, but there being no other evidence, the defendant was discharged.

ALLEGED THEFT.

Cheong-a-sin, a tailor, was charged by Tin-a-zat, also a tailor, with stealing from him three jackets.

Defendant said the charge was false. He went to get his wages, and was given into custody for demanding it.

Leung-a-ling, cook to complainant, said when he got up he saw defendant sleeping, and after having lit the fires he went up and saw the defendant had gone. At 6.30 the complainant said he missed his jackets.

Complainant said the master of the shop was away, and he was in charge for a few days. He did not think the shop owed any money, and defendant never asked for any.

Defendant was sent to two months' hard labour.

THEFT OF SANDAL-WOOD.

Tung-a-fook, a widow, and the captain of cargo boat No. 185, were charged, with others not in custody, with stealing sandal-wood from the steamship *Sunda*, valued $70; and Low-a-sing, Chun-a-moey, Kwok-a-sing, and Low-a-auey, of boat 1,731, were charged with the unlawful possession of same, on the 30th September.

Inspector Stroud asked for a remand, which was granted, and the case remanded to Friday, at 10 a.m.

MARINE MAGISTRATE'S COURT.

October 1st.

BEFORE A. LISTER, ESQ., ACTING HARBOUR MASTER.

THE "DOUGLAS CASTLE."

S. Booth, a seaman on board the British ship *Douglas Castle*, charged the second-officer, named James McQueen, with attempting to take the complainant's life, while working up aloft on the 26th, when lying at Whampoa.

Thomas Booth, sworn, stated he was a seaman on board the *Douglas Castle*. On Friday, the 26th September, they were at Whampoa. He was sent aloft to cross the skysail yard. There was a man with him called Charles Joseph. The defendant sent him to do the work. They got the halliards rove, and then Joseph went on deck. He remained aloft at the mainroyal masthead to receive the yard. Before the yard had started from the deck, he asked a man on the topsail yard, named Nelson, if the yard did not look as if it was wrong end up. He called down to the deck, and said the yard was wrong way up. The defendant gave the order to sway away as it was. The yard came aloft, and when it was high enough, he sung out it was so. The defendant said it must go over the royal stay. He replied that it could not till he took the lift off. He did so, and it was then raised higher, and swung into its proper place. The second mate cried out "You—old fool, it was high enough before," and that he would come up and heave him down, using very abusive language, at the same time the chief mate then told him to take off the truck, slide down the stay, and come down. At this time the defendant came aloft. He heard the mate call the defendant back several times, but he did not heed him. He heard the mate told by the defendant that it would take a better man than him to bring him down. The second mate then came up to where he was, and said, "You old fool, why did you speak to me in that way?" He asked him in what other way he should speak to him. He said, "I have not come up here for nothing." The mate again called him down, and he slid down the back stay. As he got abreast of defendant's feet, he drew a belaying pin from some part of his clothes, and struck him with the top end of it on the head and on the ear. The pin was teak-wood. He remembered no more till he got on deck. He came to himself in the forecastle. He was bleeding a little from the ear. He complained to the captain, when he came on board. He saw the magistrate at Whampoa. The ship left for Hongkong the next morning.

S. Gowans, an able seaman, sworn, stated he he saw a disturbance on Friday last between the defendant and complainant; the second mate was aft. He heard the defendant making use of abusive expressions to Booth, who was aloft, and a few moments afterwards saw him go aloft with a belaying pin. The men called to Booth to look out. Booth was then on the skysail yard, and the defendant struck him three times on the head with the belaying-pin, after which the mate called out to Booth to slide down, and, as he was doing so the second mate stamped on him on the head. In the topmast head some man interfered, and no more blows were given. The man Booth on reaching the deck was pale as death, and blood was flowing from the wounds. Booth was sober, but defendant appeared to have been drinking. The mate then ordered the defendant into irons.

Daniel Menzies, sworn, stated he is an able seaman on board. On Friday last, Booth sang out the skysail yard was not clear, and the second mate sang out it was. Booth said if he was alongside of him he would not say that. The second mate then said he would soon see him alongside of him, with that he saw the second mate go aloft and saw him strike Booth. Shortly after he saw Booth sliding down the backstay, and saw the defendant come jumping down on the top of Booth. Witness was then in the cross trees, having been on the royal yard. He said to complainant why not got down the back stay out of defendant's way. The complainant seemed bewildered, and did not understand what he was saying, and blood was coming from his head. Himself being in the crosstrees, did not interfere, and Booth then slid down, and getting on deck the second-mate went flying about the deck wanting to strike everyone, and the chief-mate had to put him in irons. He had been three months in the ship, and defendant one month. The defendant had a fight with a man on one occasion.

D. Smith, sworn, stated he is an able seaman on board. At the time in question he was below, as it was his watch below. He heard a disturbance on deck on Friday last, and came on deck, hearing foul language used by defendant to Booth aloft. He heard the defendant threaten to come up and throw him down. He went up with a belaying pin taken out of the rail, and struck the man broad on the side of the head. The defendant held on to the rigging, and jumped on Booth as he was sliding down. On the deck, Booth was hardly able to stand, and the disturbance still continuing, the defendant was put in irons. The defendant was not so drunk but he could slide down the rigging.

Henry Fairweather, sworn, stated he is the chief officer of the British ship *Douglas Castle*, and seeing the defendant go aloft to Booth, thought it was for something wrong, and he ordered him to come down. He did not see the defendant strike Booth, but he saw him jump on Booth as he was sliding down the stays. As they got on the deck he saw Booth bleeding, but he was sensible. Booth went into the forecastle, it being after 6 o'clock. The defendant was the worse for liquor. He believed the row was caused through Booth leaving the ship the night previous without leave, and witness sending defendant after him, when a little distrubance ensued in the boat, complainant being drunk, and defendant sober. On the day in question, Friday, Booth was sober, but defendant was drunk, a knife was taken from the defendant on the night previous.

Charles McFarlane, an apprentice, sworn, gave corroborative evidence to that previously given.

Defendant said he had been eight years chief and second officer of ships and steamers, and had never been in such a position before. There were several gentlemen in Court who could speak as to his sobriety, and it was certain that a great amount of provocation had been given him, to cause him to go up and do what he had done.

After a severe lecture from the bench for his hasty conduct, the defendant was fined £2, in default two months' hard labour.

SHANGHAI.

(N. C. Daily News.)

The Shanghai Rowing Club is hard at work on its approaching regatta, which is to take place over the usual course on the Soochow Creek, about the 20th and 21st inst. The event of the meeting will be the international 8-oar race between the English and Scotch crews. The latter crew have now held the blue ribbon of the river for two years, and are very anxious to make up the lucky trind. They have six of their last year's crew, and the two new comers are fully up to the old standard. The English have had great difficulty in getting together eight men, and have not refused therein the gallant assistance of the Emerald Isle, but after hard and constant work a team has at length been selected, which it will add fresh laurels to the Scotch to beat. The other usual events in fours and pairs will make up the two days' programme. It is a pity that the Americans have been unable to make up even a crew for a four; but we may still expect good struggles for the challenge fours, the Club eights, and the junior and senior sculls; and if only a band can be secured, and the usual Shanghai autumn weather, two pleasant holidays should result.

A very sad accident, resulting in the death of Captain Heath, of the S. S. N. Co.'s steamer *Hunan*, is reported from Kiukiang. Captain Heath, whose steamer, one of the light draught vessels of the Co.'s fleet, has been lying at Kiukiang, went out shooting in company with his chief engineer and pilot. While about five miles from Kiukiang, an embankment had to be climbed, and Captain Heath having got up, turned to assist the coolie who was following him, with game and other articles. The man being impeded by his encumbrances, Captain Heath extended the stock of his gun to him, telling him to seize it, and he would pull him up. The coolie did so, but above the lock; and his hand slipping, the weapon went off, discharging the contents into Captain Heath's right side. The other gentlemen were at this time at some distance, but were called, and Captain Heath was conveyed back to Kiukiang, where the injuries were at once attended to. The unfortunate gentleman, however, only lingered 25 hours.

PEKING.

(Courier.)

Dr. Williams and his family have returned from the Hills, and things begin to settle down in a way that shows that winter is at hand. There is, however, really nothing to report about. We are rather living in expectancy, as the Mail that would leave San Francisco on the 1st September, and is due in Shanghai on the 4th October, is expected to bring us the new Minister, Mr. John A. Bingham, of whose fitness for the responsible position to which his Government has appointed him, very favorable opinions are entertained by those who have the advantage of knowing him. Bred a lawyer, and having the reputation of being one of the ablest of his profession in the States for vigorous grasp of thought, Mr. Bingham has had considerable experience in State affairs. For several terms he has served his country in Congress. He was one of the managers of the impeachment of Mr. Johnston; and for many years he was a member of the Judiciary Committee of Congress. He has also held the office of State Judge in one of the States, I forget which. He is about 60 years of age; a man of wide and varied culture, and with a many sided mind likely to take an interest in the many questions of profound interest and far reaching scope that are ever ready to come to the surface in the present transition state of the Far East.

We have lately had a visit of Bishop Harris, on his tour of inspection of the American Episcopal Missions. While here, he took part in the dedication of a new church, which had just been completed by the American Presbyterians. We are in daily expectation of a visit from Rev. Dr. Newman, the newly appointed Inspector of Consulates from Washington.

York has now been definitively fixed upon as the city in which the banquet of the provincial Mayors to the Lord Mayor of London will take place.

In several communes of Tessin criminal proceedings have been instituted against certain persons who, for purposes of extortion, pretended to call up spirits.

Two young ladies, named Fell, of London, aged respectively twenty and twenty-two years, were out building at Ilfracombe, when, the sea being rough, they became alarmed, and although only just out of their depth they were drowned. Five persons, a Mr. and Mrs. Cooper, of Windermere, a lady friend, a page, and a boatman have been drowned by the capsizing of a yawl on Lake Windermere.

YOKOHAMA.

(Japan Herald, 27th September.)

H. R. H. the Duke of Genoa still remains here. A review of the Japanese troops in garrison, at Yedo, was given in his honour on the 8th inst, in presence of the Mikado and several of the Foreign Ministers, &c. The Duke afterwards took luncheon with His Majesty. In consequence of the heat, the review commenced at 8 a.m. On the arrival of the Diplomatic Corps at the Station at Yokohama, at 6.45 a.m., to proceed to Yedo, it was discovered that there was not room in the first class carriage for all, and although there was a quarter of an hour to spare before the departure of the train, yet the exertion of attaching an extra railway carriage to the train was too great for the railway staff, and in consequence the German and Russian ministers were left behind.

An address has been presented to the Duke of Genoa by a minority of the Italians here, the remainder appearing to dissent from it, in consequence of their democratic principles.

Up to date only some 20,000 cartons of silkworm eggs have arrived, and the Italian graineurs appear to be much annoyed at the new regulations. They have held a large meeting on the subject, but their deliberations have been kept secret; it is known, however, that a long telegram has been sent home to their government, protesting against the course taken by the Minister of Agriculture, in requesting the Japanese Government to delay the transmission of cards from the interior to Yokohama.

It is stated that it is the intention of the Government to abolish the Shoshas, or great trading corporations, which have a virtual monopoly of mercantile negotiations, and to establish National and Joint Stock Banks at the great centres of commerce.

A case of some interest to the commercial world is being tried here. The plaintiff (who holds a Power of Attorney to sign "per pro.") had signed the name of the firm, for which he was dismissed, and he now brings his action for damages for wrongful dismissal. Judgment reserved.

The Peruvian Embassy having concluded its labours here, left on the 18th inst. *en route* for China, to conclude a Treaty with that power. They are expected to remain for six months, and to experience much difficulty there.

The Japanese Embassy, after its long voyage round the world, returned here via Shanghai on the 13th inst. They were saluted by the various men-of-war on landing from the ship, and immediately proceeded to Yedo.

H. M. S. *Cadmus* arrived from the Russian settlements in the north on the 16th inst., and brings news that the English Admiral and squadron may be expected here in the beginning of October.

A slight shock of earthquake was felt here on the night of the 7th inst.

GROUNDING OF THE BRITISH BARQUE "VANGUARD."

(N. C. Daily News, Sept. 27th.)

The above paper gives the subjoined shipping report of the British barque *Vanguard*, from London to Yokohama, stating: Though it has been our lot during this week to chronicle many sufferings and hardships of those who have been victims to the late typhoon, this case may undoubtedly be classed amongst the worst. It appears that the weather bore threatening indications on the 7th of September, and from that time until the 13th it blew a gale without cessation. On the 9th the rudder was carried away, and not until the 13th was it replaced. How this wonderful act of seamanship was effected, it puzzles us to understand, as the sea was still in a turbulent condition and there were no boats to assist in the operation. However, by means of stages, bowlines, tackle, and other nautical apparatus, the feat was achieved, and what is still more wonderful and creditable, proved a success. We will not endeavour to give a minute and accurate description of how this piece of mechanism is secured and worked, as we feel totally inadequate to the task; but we may mention that the rudder-head, which is made out of a spare topsail yard, reaches about 3 feet above the poop deck, and is octagonal in shape. An iron crowbar goes through it athwart ships, and chains are connected with this to the spanker boom, which is well supported by props and stays. The tiller is a stout pine plank, about 15 feet long, strengthened by chocks on both sides close to the rudder-head, and secured to the rudder by chains and lashings tightly wedged up, while the lower part is braced in to the sternpost by chains led along on either side of the vessel and made fast near the main rigging. At the forward end of the tiller are two tackles, one on either side, and by this means the vessel was steered, and as results have proved, steered well. We refer our readers to the report for further particulars.

The British barque *Vanguard*, 645 tons, Capt. Luckes, reports having left London April 19th, bound to Yokohama, with a general cargo. Had a good run down Channel, and crossed the Equator on the 30th day out. Had fine weather and fair winds running down the Easting, and on the 100th day reached Anjer. Then spoke the British ship *Princess Beatrice*, from Cardiff to Yokohama. Passed through the Banca Straits, and from thence up the China sea to the Bushees had light and variable winds, interspersed with calms. On the 7th September the day commenced with moderate breeze and fair weather, and the ship's position at noon that day was long. 126 degrees 10 min. E., lat. 22 degrees 46 min. N. Wind gradually increased from N.N.E., and weather began to wear a gloomy appearance, with a falling barometer; a typhoon evidently approaching from E.S.E., wind and sea rapidly increasing. On the 9th lost the rudder, and shipped a sea that started everything on deck, carrying away all moveables. Cabin skylight washed away, and cabin filled with water; weather getting worse. On the 10th and 11th it continued to blow with increased fury, and during that time lost every particle of canvas that was bent. No observations having been made since the 7th, the ship's position was very uncertain. On the 12th, about 4 a.m., a sea struck her that knocked away the house on deck, carried two boats overboard, swept the poop, and left the ship a perfect wreck, with no habitable spot to be found. Sought shelter under the forecastle, but it proved a poor shelter against wind and water. On the 13th the wind moderated, and that day shipped a temporary rudder. After that date the weather gradually improved, and found a strong current setting to the north-west. The first land sighted was the island of Video, on the 20th Sept., bearing west, wind N.E. Stood to N.W. and got a China pilot on the 22nd in the neighbourhood of the Saddles. During the whole of the foregoing time the ship merely made the ordinary quantity of water, with the exception of what went down the openings in the waterways and hatches. On the night of the 22nd anchored under the North Bank outside the Lightship, in 6½ fathoms; when the tide fell, the vessel took the ground and bumped heavily. On the captain suggesting to heave up and back her off, the China pilot treated the matter lightly. A foreign pilot then came along and pointed out the dangerous position of the vessel; his services were engaged, and he immediately ordered the ship to be got underweigh, and succeeded in floating her off, but on sounding found 3ft. of water in the hold, and rapidly increasing, ship settling down by the head. Pressed on as hard as possible in order to reach the South Bank. About noon found over 8ft. in the well; beached her as soon as practicable, and sent to Shanghai for assistance. Commenced to send down yards and top hamper, heavy swell rolling in, and ship bumping heavily. On the 24th the *Nanzing* came alongside, and we discharged cargo into her. That day an attempt was made to tow her off, but proved unsuccessful. On the 25th, at 9 a.m., the *Nanzing* again came alongside and made another attempt, but after parting hawsers it was found to be impossible. Proceeded to discharge more cargo. Pumps constantly going. At midnight a third attempt was made, and the ship was floated. Then anchored in deep water. About 3 a.m. on the 26th the *Orphan* came alongside with a steam pumping apparatus, and placed it on board. Got underweigh about 10 a.m., and in tow of the *Nanzing* proceeded towards Shanghai, ultimately reaching Heard's Wharf about 3 p.m.

The Shah's name is properly written "Nasserdin Chah Kadjar."

LADIES AND HIGH LATITUDES.—Daughters of earth in one point differ from their mother. A wad of false hair at the back of the female head maintains a high temperature at the poll. —*Punch.*

A resolution was passed at the vestry of St. George's, Hanover square, London, regretting the "comparative indifference," to the question of auricular confession, of the Bishop of London.

LOSS OF THE BRITISH SHIP "PRINCESS BEATRICE."

(N. C. Daily News, September 27th.)

The pilot schooner *Daniel Webster* arrived early yesterday, having on board the master, his wife, and the crew of the British ship *Princess Beatrice*, who were transferred from the *St. Brycedale*, and who report the loss of their vessel on the 12th instant, in a typhoon, in the vicinity of the Bashee Islands, between Formosa and Luzon. We have received the following particulars of the occurrence from Captain Tanner of the ill-fated vessel.

The *Princess Beatrice*, which belonged to G. T. Soley, and hailed from St. John's, New Brunswick, left Newport on the 12th April for Yokohama, with a cargo of 1,639 tons of coal for the Messageries Maritimes Co. An ordinarily good passage was experienced, with the usual westerly gales off the Cape of Good Hope, till 8th September, when the ship had reached lat. 21.5 N., long. 123.9 E., or somewhere to the Eastward of the Bashee Islands. On that day it commenced to blow strong, with heavy head sea, and at 8 a.m. it was found that the ship was making considerably more water than usual. Both port and starboard pumps were set to work, all hands being engaged at them, and at 9 a.m. the "rolling sack" was felt, showing that the water in the bilge had got to its ordinary state. Sail was shortened in order to lower topsails and reef foresail, which was done; and at 4 p.m. the foresail was furled. The weather was now getting worse, with falling barometer, and the pumps had to be constantly attended to. On Tuesday, the 9th, the vessel was under lower topsails and foretopmast staysail, while a strong gale and heavy cross sea running caused her to labour a great deal, and to ship large quantities of water. At about 6 p.m. a big sea struck the rudder and carried away the tiller, and at about 7 p.m. another tremendous sea struck the vessel between the main and mizzen rigging, stove in both boats on the skids, and carried away fore and after skylights, filled the cabin with water and broke down the cabin bulk-heads. The same sea also tore away a new binnacle and compass, which had been fixed during the voyage; the old one was brought up to replace it, but was also swept away. All hands were kept on deck, securing the rudder and working at the pumps, the vessel meanwhile rolling very heavily and keeping the decks so full of water that the men were washed from the pumps. On Wednesday, the 10th, the hurricane still continued, coming in heavy gusts with a fearful cross sea, which filled the decks fore and aft. All hands stuck to the pumps, but notwithstanding their utmost exertion the water gained on them. A about 2 a.m. the mizzen topsail blew away, and soon afterwards the foretopsail split to pieces. About 2 p.m. the mainyard carried away on the port side of the slings, and fell clear of the ship's side to leeward, leaving the starboard yardarm hanging by the truss and lift. A reefed spanker was now set, to try and keep the vessel to the wind, the gale still blowing very hard, and the water gaining on the pumps so that the well showed 5 feet 6 inches. Thursday, the 11th, brought no relief, the wind still blowing with great force in strong gusts, and being accompanied with heavy rain and a high confused sea, in which the ship rolled and laboured fearfully. About 3 a.m. a sea was shipped which filled the decks, and carried away the mooring chocks and waist pipes, to which had been lashed a spare mainyard. This spar was broken in two by the sea, and, washing about the decks, disabled five of the crew before it could be secured. Shortly afterwards the ship gave a very heavy lee roll, which started the starboard bumkin and caused the remaining portion of the main-yard aloft to swing heavily round and tear away the lift and foretopsail braces. This again caused the foretopsail yards to swing round and carry away the parells, which on falling to the deck, smashed the pinnace, lying on top of the forward house. The remaining portion of the mainyard, swinging in the slings, carried away and struck the pumps and seriously crippled them, but after a time the crew were able, by cutting away obstructions in the way of the injured starboard pump, to get the port pump to work a little. The incessant breaking of heavy seas over the vessel rendered it impossible now to sound the well, so the sounding rod was put down the midships ventilator, when 8 ft. 6 in. of water was found on the platform of the hold, which was two feet from the floor of the ship. The crew were by this time so exhausted that notwithstanding the peril and discomfort of their situation they were falling asleep at the pumps; from Tuesday evening, nearly 48 hours, they had been constantly at their arduous duty, without proper sustenance in the shape of warm food or drink, the gutting of the galley having made it impossible to prepare anything. About midday, in a heavy gust, the spanker boom carried away, and took with it the poop rail. All night the gale continued with unabated fury, a high cross sea running. The spare spar which had been lashed to the mooring chocks, but after breaking from these had been lashed to the stanchions, once more broke adrift, and crashing up against the port pump—the only available one—entirely disabled it by bending the shaft. On Friday the 12th the gale was still heavy, with dangerous confused sea, and the ship was evidently settling down fast. At 4 a.m. she rolled away the mizzen topgallantmast and lee foretopmast backstay lanyards, so to try and preserve the longboat, which was the only boat left, the weather backstays were severed to cause the mast to fall to leeward. The ship was now completely disabled and fast sinking, and Captain Tanner therefore came to the conclusion that nothing remained to be done, and that if the lives of those on board were to be saved the vessel must be abandoned. On the forenoon of the 12th the longboat was launched and all hands found their way into her as best they could, the embarkation perhaps being rendered easier by the level at which the sinking vessel lay with the sea, though the violence with which the bitter run threatened to dash the boat to pieces against the ship. To escape this catastrophe it was necessary to keep a few yards way from the ship, the sea however now and again bringing the boat close up to it. Mrs. Tanner, the Captain's wife—the extreme misery of whose position during the three previous days, while seas burst into the cabin and the rolling of the ship bruised her severely, may be imagined—was compelled to throw herself off, after a line had been attached to her waist by which she was hauled into the longboat. Every one being on board, numbering 24 all told, the longboat, a craft of about six tons, was kept to the sea, and sail made by means of a couple of blankets, which with a sextant and compass, 80 lbs. of bread, a couple of hams and 5 gallons of water, were all that could be got at in quitting the ship. From the 12th to the 18th Captain Tanner kept on a N.W. course, which he hoped would soon bring them to some part of the China Coast. Day by day a small dole of provisions and water was handed round; the bread, soaked and fermented was reduced to a hot and very unpalatable pulp; the water was limited to the measure of a mere tin, holding about a wine-glass and half, morning and evening, an allowance even which on the last day came down one-half, as the five gallons were finished. Exhausted as all were, and injured as were several of the men, these privations were almost unendurable, but happily, on the afternoon of the 18th, when they had made Taichow, they were picked up by the British ship *St. Brycedale*, of Hobart Town, Captain Pearce, from Hongkong to Newchwang. Another vessel was observed the same morning, but missed seeing the castaways. On board the *St. Brycedale*, Captain Tanner desires us to state, they received every kindness and attention Capt. Pearce his officers and crew had it in their power to show them. On Thursday last, the 25th, they were transferred to the pilot schooner *Daniel Webster*, off the North Saddle, where Messrs. Campbell and Mooney also received and treated them in the handsomest and most considerate way, landing them at Shanghai at 5.30 a.m. on the 26th.

The men have been taken into the Sailors' Home, where their immediate wants are being provided for by the Consular authorities.

The longboat which served the crew of the *Princess Beatrice* so well that, injured as it was, it deserved a better fate than to be sent adrift, is doubtless the one which was overhauled by the str. *Yangtsze*, while it is also probable that the ship herself corresponds to the vessel seen to founder by the *Atalanta*, as reported by the *Hopewell*. The crew of the *Princess Beatrice* did not, we believe, see their ship go down, but she was in such a condition when they abandoned her that she could not have floated long.

Under the circumstances it is surprising and gratifying that no serious casualties occurred among the crew, who, Captain Tanner reports, behaved well on board, working till they dropped, and were also very orderly throughout their subsequent trying experiences.

SAIGON.

Subjoined is a translation of the very interesting address of the Chairman of the Chamber of Commerce at the above place, alluded to in to-day's article:—

Gentlemen,—None of you are unaware of the difficulties of European commerce, and, chiefly of French commerce, in Cochin China.

Notwithstanding the energy, the perseverance, and the intelligent efforts of our merchants, we have witnessed during the past four years, the disappearance of more than ten houses, who were engaged in importation and exportation at Saigon.

At the same time, at the commencement, people had established themselves full of confidence, because they had faith in the future of the country. Everybody believed in its rapid development, and, on the strength of this belief, brought to bear all his pains, and employed all the resources which he had at his disposition, to secure a solid and durable standing for the house which he had created.

But instead of the success on which it is the right always to reckon, when one has accepted the sacrifices of exile in a far country, under an unhealthy climate, in the midst of a population with manners so different from ours, in the great majority of instances, we witness a failure.

Houses in large numbers have disappeared, without their disappearance causing greater prosperity to those which have survived, and certainly it is neither to foolish enterprises nor extravagant expenses, nor to want of foresight on the part of the partners, that we can attribute the fall of these houses; for, with one or two exceptions, we may say to the credit of commercial men in Saigon, that they have always shown themselves prudent and wise. What, then, is the cause of this state of affairs? You know it. It is the insufficiency of business consequent at once on the absence of production by the colony of articles of exportation for Europe, and of the small consumption in Cochin China of European goods and articles. Those who have established themselves at Saigon eight or ten years, reckoned, as we have said above, on the development of the country, especially from the point of view of French commerce.

They hoped that the European population would augment, and that its presence in this country would introduce, among the Asiatics, a taste for, and want of, European merchandise; they also thought our relations for the exportation of rice would not be bounded only by China, but would continue regularly to develop themselves with the islands of Mauritius, Reunion, and with Europe.

These hopes have not been realised. The European population, far from augmenting, diminishes every day, and the importations from France, which furnish business to many houses, have much diminished, and are, at the present day, reduced to a very small figure. The importation of rice by the islands and Europe, which was very active five years ago, has at present entirely ceased. It was necessary in order to preserve these relations permanently to send to these markets well prepared rice; but despite all our efforts, we have not succeeded in teaching the natives to thresh and clean the grain in a better manner.

On another side, French industry, which has endeavoured to realise this progress amidst such great difficulties, that after four years we do not see it developing, is limited to two staples, to which the production appears little in proportion with the sacrifices made up to the present time; and besides, does not at the moment exceed 5,000 tons; a quantity relatively insignificant in comparison to our exportation.

The rice of Saigon has no real outlet besides China.

Limited to China, the business in rice is almost entirely in the hands of Chinese merchants; and it is impossible for us to get clear of them. Some foreign houses in this place take a part in these exportations themselves, thanks to English, American or German connections, which we want entirely.

There are scarcely any French houses in China, and we know of none engaged in the rice trade.

Another cause also adds to our difficulties, the substitution of steamers for sailing vessels.

Up to the present, at least, and as long as the transport was made in sailing vessels, although we were excluded from the business in rice,—of which the production, it must be admitted, took a great development, seeing that from 1,000,000 piculs in 1862 it has risen now to 5,000,000—we had at least the satisfaction of seeing the transport made to a considerable extent in French vessels. Of 300,000 tons which form the present exportation, about 75,000 were sent in our ships. This was some satisfaction to our national pride, and some profit for our ships and houses.

At the present day, an almost complete transformation has taken place, with prodigious rapidity; foreign navigation in steamers, which we may say is even now only at its commencement in the China Sea, at once took possession of the trade. Navigation in sailing vessels, overcome by inevitable circumstances, is daily retiring, and our French vessels are deserting these seas, carrying with them the only interest which France still found in its great possession of Indo-China.

We need not despair if there were a likelihood of our sailing vessels being shortly replaced by steamers; but we do not see that in France they are following the movement of transformation which is making such great progress with our rivals. Our Export amounts to 12,000,000f. in freight. Before long this 12,000,000f. will be entirely taken by foreign merchant vessels.

Such, gentlemen, is the state of affairs, in point of view of the purely French commerce of our place: importation insignificant, exportation nothing; navigation already compromised, and by to-morrow probably lost.

In a word, French commerce is without present, and without future in a French possession.

It would seem useful, gentlemen, that the Chamber of Commerce, after having proved this state of affairs, should represent it to the Government, and invite it to adopt measures for preventing its becoming worse, and above all to ameliorate it.

After having pointed out the fact, and its causes, it is our duty to endeavour to find by what means it may be possible to remedy it, and to furnish to the languishing French Commerce new elements of prosperity.

These elements exist in the incontestible richness of the soil—richness which is proved by the progress of the culture of rice, which the production has increased in ten years in the proportion of one to five; but if this remarkable progress continues, it will in no way touch the evil pointed out, as our French commerce will obtain no new increase in this article. Nothing will have been done if French commerce draws nothing from the increase. The exportation will continue to be made in foreign vessels, and almost exclusively to the profit of the Chinese.

We state here a very sad truth; it is that in its present state, Cochin China is a colony for China and foreigners.

Is it rational that the French Government should continue to keep up at such great expense so large a staff of troops and functionaries, in order to have a colony for the benefit of Chinese and foreigners?

Saigon is necessary to our Government vessels in the China seas; but has France only an idea of making Cochin China a military station? She ought certainly to have another object in occupying

A JOURNEY UNDER CHLOROFORM.

A novel, very interesting, and useful application of chloroform has just been made, says the *Lancet*, by Dr. Squarey, of the Soho Hospital. A lady had been subjected to an operation under chloroform. The husband of the patient wished to move her as soon as possible to her home at Norwood, but in her then condition of pain and exhaustion a journey was out of the question. The advisability of her return being strongly urged by her friends, it was proposed to perform the journey under chloroform, and this was actually accomplished. The patient was anæsthetized on her bed in George-street, Hanover-square, having no knowledge of her impending journey. She was then carried downstairs and placed in an invalid carriage, driven to her home at Norwood, and taken out and carried upstairs to her own bed, without at any time actually recognising that she was on her way home. The journey occupied an hour and a half, and the patient was under chloroform about two hours.—*Public Opinion.*

"A GROSS JOB."

The *Law Times* thinks "the announcement that Mr. Collier, of the Western Circuit, has been appointed to succeed Mr. Serjeant Wheeler in the Liverpool County Court, will take the profession by surprise. We do not wish to be rude to the Government or to Mr. Collier, or to anyone else; but after considerable deliberation we have come to the conclusion that we cannot characterize the appointment in milder terms than as a gross job. Mr. Collier began life as a paymaster in a militia regiment; he then entered the office of a Parliamentary agent, and was subsequently called to the bar, where he was occasionally heard of in Crown prosecutions and similar matters during the Attorney-Generalship of Sir Robert Collier. And this gentleman is sent by the Government to discharge the important duties of a county court judge in a great commercial centre like Liverpool. We sympathized with the city when it was deprived of the services of Mr. Serjeant Wheeler; we commiserate it on the new appointment."—*Public Opinion.*

CURIOUS LITERARY DISCOVERY.

A curious discovery relating to a noted character of the last generation has just been made in the Public Record Office. During the examination of a chest containing MSS. and books, whose existence had been overlooked, numerous documents belonging to William Cobbet were turned out. Among them are piles of letters addressed to "Peter Porcupine" in 1828, from an American correspondent, a vast mass of the briefs, bills of costs, &c., and manuscript of an English dictionary, arranged for the press. The most interesting portion of the find, however, consists of two volumes, "The History of Newcastle-on-Tyne," splendidly bound, and presented to Cobbett by "admirers of his patriotic conduct." These contain the names of the subscribers, and between the covers of the first was found an artist's proof by Bewick. It appears Cobbett was in 1835 a party to a suit in Chancery, and the documents, &c., were ordered by the court to be brought up by way of exhibits, and have remained in custody of the court ever since.—*Public Opinion.*

ACTION OF NITROUS OXIDE.

Joylet and Blanche (*Archives de Physiologie*) have obtained the following results from their experiments on this subject. Chemically pure nitrous oxide will not support the respiration either of animals or plants, as they cannot decompose the gas. When breathed in a pure state by animals, it causes asphyxia and death, with all the symptoms usually occasioned either by strangulation or by the respiration of an inert gas, such as nitrogen or hydrogen. Nitrous oxide causes death in nearly the same time as these other asphyxisting agents. Nitrous oxide has no special anæsthetic action. The anæsthesia which it may produce when inhaled in a pure condition is only due to want of oxygen in the blood. Insensibility appears when the oxygen in arterial blood is reduced to less than two or three per cent. Arterial blood is then very dark, and contains 30 to 40 per cent. of nitrous oxide. Animals can live and show no alternations of sensibility while breathing mixtures of nitrous oxide and oxygen, in the same proportion as nitrogen and oxygen in air. The arterial blood then contains about 30 to 35 per cent. of nitrous oxide. Birds placed under a bell-jar filled with this mixture, behave exactly like those placed in a jar of the same size filled with air, and die after having exhausted the oxygen to a similar extent and formed a similar amount of carbonic acid. As nitrous oxide is an irrespirable gas and does not possess the anæsthetic properties which have been attributed to it, the authors conclude that its employment cannot but be dangerous, and ought, on this account, to be excluded from medical practice.

ATTEMPT TO CHEAT THE LAW.

A Paris correspondent writes:—A rare if not an unprecedented case of personation has been tried at the Assize Court of Quimper, in Brittany. Madame Gault, the wife of a well-to-do wine-shop keeper at Brest, given way to bad temper, committed assault and battery upon a female neighbour, for which she was convicted and sentenced to a week's imprisonment. In France, a "traverser," condemned for a light offence, is not, as in England, carried off straightway from the dock to a prison. He is allowed to "do his prison" within any reasonable time convenient to himself. There is no machinery for enabling the gaoler to establish the identity. A person presents himself at the gaol with a paper recording his condemnation, and says, "I have come to constitute myself a prisoner pursuant to this sentence," and he is received and stowed away without question. I only wonder under these circumstances that people with money sentenced to imprisonment do not very often get substitutes. However the idea appears to be a new one. M. Gault and his wife, the *cabaretiers* of Brest, were agreed that it would be disagreeable for Madame to go to gaol, and foolish, moreover, since for a trivial sum another woman might be found who would be delighted to suffer vicariously. A charwoman, named Corroleur, agreed with Gault to do the week's imprisonment for the sum of 50fr. After the bargain made Gault, wishing to behave handsomely, gave her 15fr. to get a separate bedroom, and 10fr. for largesse. The voluntary and fraudulent prisoner was received without difficulty, and but for an anonymous letter to a policeman the substitution would not have been discovered. The unfortunate Gault (who will certainly now not get a substitute) was sentenced to two years' imprisonment for his fraud upon the law. The poor woman suborned by him was acquitted on the ground of her distress and ignorance.

GERMAN EMIGRATION.

The growing dimensions of emigration from various parts of Germany continue to excite great uneasiness. The *Hansa*, a paper published in Hamburg, calls attention to the exodus from North Friesland, and inquires into the causes. The main reason it finds to be in the obligations imposed upon the population of the North Sea coasts by service in the German war navy. "It may be objected," says the *Hansa*, which the official press acknowledges to be an authority on the subject, "with seeming reason, that the same obligation has existed for many years in the case of the people of the Prussian East Sea provinces, without producing a general exodus. But the circumstances are quite different, and are decidedly more favourable for the seamen there. Almost all the East Sea ports are fully occupied with the export of the main products of the country—wood and corn—and those carrying on these industries employ thousands of seamen, who have settled homes, and the opportunity to enjoy them without being obliged to spend their earnings. The fisheries, too, which can be wrought in the Sea with a smaller capital than in the North Sea, and which have the advantage of the railway communication between almost all the towns of the coast and the inland, also offer to the seamen opportunity of employment. Besides, the people have grown up under the present law, and have known no other. It is otherwise with our North Sea coasts. There are no great export harbours or towns in which shipping is a trade, where a father of a family or an old sailor can find a home; not even any fisheries, though the sea here has abundance of fish and is frequented by foreigners. . . . Our harbours have been neglected for centuries, and the present Government, recognizing the value of these coasts, has been the first to improve them, while our railway communication is yet very defective. Add to all this that we have belonged to Germany for only a few years, and do not share in the glorious traditions of Prussia, and it is not surprising that material benefit outweigh patriotism which requires such sacrifices, and that more than 50 per cent. of our youth go abroad, where they are received with open arms."

MISCELLANEOUS.

A Mr. Normanell, a leading trades unionist, recently testifying before a parliamentary committee on coal, said that English colliers sometimes travelled in first-class carriages, drank champagne, had bicycles for themselves, and pianos for their wives and daughters. He thought that was proper, and a result of education.

"The Happy Land," the burlesque which all London went to the Court Theatre to see a few months ago, is being played at the Prince of Wales Theatre, Birmingham, by Miss Litton's company. The three mortals—Messrs. Gladstone, Lowe, and Ayrton—for the Lord Chamberlain's staff has no authority at Birmingham—appear "made up" with remarkable lifelikeness, and of course caricatured.

Portions of the cargo of the ill-fated *Northfleet* are still being recovered, and hopes are yet entertained of recovering the whole of the valuable iron on board, but from the position of the vessel (to seaward of the *Spindrift*), and the fact that the divers are unable to work during troubled weather, it is feared that the hull will become wholly buried in the sand during the enforced delays in the diving operations.

COMPETITION FOR GOVERNMENT APPOINTMENTS.—It is stated that Mr. Lowe, the new Home Secretary, will shortly throw open to public competition all clerkships in the Home-office, inspectorships of factories, and several other appointments of considerable value, which have hitherto been disposed of under the patronage system. Should this prove to be true, the Foreign-office will then be almost the only public department remaining closed against the educated youth of the country.

An immense fungus has been found growing parasitically upon the pitch pine joists of the Bank of England, in Threadneedle-street. The entire growth was so large that when packed in a box for transit it was as much as two strong men could carry. The largest piece was no less than 6ft. 3in. in circumference, 7in. thick, and weighed 32lb., growing upon a piece of joist weighing 63lb. The fungus had completely destroyed the wood of the pitch pine joists, and in the decayed parts were found an abundant crop of young cockroaches, spiders, and mites.

INTERNATIONAL CONVENTIONS.—A series of important conventions has been signed between Germany, Austria, Italy and Switzerland. One, between Italy and Germany, abolishes passports and grants mutual rights in the two countries to commercial and financial associations. A second, between Austria and Italy, is intended to facilitate telegraphic intercourse. The others relate to extradition between Germany, Italy, and Switzerland, the respective Governments having agreed to mutual extradition for the crimes of embezzlement and bribery of public functionaries.

Inquests have been held on the bodies of a woman and her infant child, both of whom were found dead in a garret at Peckham. The evidence went to show that the deceased woman had been living in a state of abject poverty, that she had no bedclothing of any description, nothing wherewith to cover her baby, and apparently no friend to assist her in any way. The jury, having remarked that it was horrible to think that any one should have been allowed to perish in so shocking a manner in the richest city in the world, returned a verdict that the deceased died from the want of the necessaries of life.

It is announced from Vienna that the Austrian Lloyd Company at Trieste have determined not only to continue to run their steamers regularly to Bombay, but to extend the line to Hongkong. This arrangement is to commence in the spring, and new steamers have been ordered for the service. In the meantime a competing line will probably be organised about the same time; for the railway from St. Peter to the Hungarian port of Fiume having lately been opened for public traffic, the Government at Pesth is doing all in its power to develop the resources of Hungary, by making Fiume the basis of operations for foreign trade, among which steam communication with the Far East stands at the head of their programme.—*London and China Express.*

COMMERCIAL INTELLIGENCE.

1ST OCTOBER, EVENING.

New Patna, $577½ to $580, cash and credit, sellers; New Benares, $557½ to $560, cash and credit, sellers; Old Patna, $545 to $550, cash and credit, sellers. Malwa, $630 a picul on credit.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand.....4/2½
Bank Bills, at 3 months' sight, 4/3
Bank Bills, at 6 months' sight, 4/3⅛
Credit, at 6 months' sight.....4/3½
Documentary Bills, at 6 months' sight.....4/4

ON BOMBAY.—Bank, 3 days' sight 225

ON CALCUTTA.—Bank, 3 days' sight 225

ON SHANGHAI.—
Bank, sight.....72½
Private, 30 days' sight.....73½ to 73⅝

SHARES.

Hongkong and Shanghai Bank Shares.—48 per cent. premium.

Union Insurance Society of Canton, new shares—$750 per share premium.

China Traders' Insurance Company's Shares—$1,000 per share premium.

China and Japan Marine Insurance—Tls. 109 per share.

Chinese Insurance Company.—$217½ per share.

Hongkong Fire Insurance Company's Shares—$542½ per share.

China Fire Insurance Company's Shares—$128 per share.

Victoria Fire Insurance Company's Shares—$117 per share.

Hongkong and Whampoa Dock Company's Shares—23 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—29 per cent. premium.

Shanghai Steam Navigation Company—Tls. 111 per share.

Hongkong Gas Company's Shares—$65 per share.

Hongkong Hotel Company's Shares—53 per cent. discount.

Indo-Chinese Sugar Company—87 per cent. discount.

SALES ON OCTOBER 1ST, 1873
As reported by Chinese.

Mill & Rice, 500 piculs, at $1.48, by Tuck-mee to local trader.

White Wax, 100 bags, at $5.50, by Tuck-mee to travelling trader.

China Root, 5 packages, at $9.80, by Tuck-mee to travelling trader.

Black Sharkfins, 20 packages, at $17.60, by Hop-hing to local trader.

Siam Cotton Seeds, 500 bags, at $5.80, by Hop-hing to local trader.

Saigon Rice, 1,000 piculs, at $1.43, by Hop-hing to travelling trader.

Lotus Nuts, 20 bags, at $9.80 by Tye-foong-shun to local trader.

Cassia Twigs, 5 packages, at $16.80, by Kwong-wing-shing to travelling trader.

Dried Lily Flowers, 5 packages, at $11.30, by Kwong-wing-shing to travelling trader.

Shanghai Cotton, 100 bags, at $15.50, by Kwong-wing-shing to local trader.

Vermicelli, 40 bags, at $6.40, by Kwong-mow-tye to local trader.

NOTICE.

I, THE UNDERSIGNED, LEUNG AH-YON, have for some years established the KWONG HING Shop, No. 57, Praya, in this Colony, as a Ship's Compradore. The Shop has many employés, among them there is one named LEUNG-KUM-KOK, generally known as Chopdollar, and if he goes to any relations, friends, or shops to get money, or goods, &c., I, the undersigned, will not be responsible for him. With a view to avoid trouble in future, this notice is therefore given.

KWONG HING,
LEUNG AH-YON.

35d 1473 Hongkong, 5th September, 1873.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or in Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

NORTON, LYALL & Co.,
Agents.

tf 1174 25th June, 1872.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Despatched.
LONDON	Star of China		Hongkong	Douglas Lapraik & Co.	Quick despatch.
Do.	Sirius (str.)			Birley & Co.	Quick despatch.
LONDON AND HAMBURG	Sylvia (str.)	Johannsen		Wm. Pustau & Co.	Quick despatch.
DUNEDIN AND SYDNEY	Rifleman	Thos. Bishop	Hongkong	Rozario & Co.	Quick despatch.
NEW YORK	Douns Castle	McDairmid		Russell & Co.	Quick despatch.
Do.	Falcon	Dunn	Hongkong	Olyphant & Co.	Quick despatch.
Do.	Ringleader	Thatcher	Hongkong	Russell & Co.	Quick despatch.
SINGAPORE AND PENANG	Carisbrooke (str.)	Murray	Hongkong	Ah Yon	To-day, at 4 P.M.
SAIGON	Regalia (str.)	Harrison	Hongkong	Ah Yon	To-day, at 4 P.M.
MANILA	Formosa (str.)		Hongkong	Remedios & Co.	On 4th inst., at noon.
YOKOHAMA	Volga (str.)	Flambeau	Hongkong	Messageries Maritimes	Quick dispatch.
Do.	Madras (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
SHANGHAI	Donnai (str.)			Messageries Maritimes	Quick dispatch.
Do.	Diomed (str.)			Butterfield & Swire	On or about 2nd inst.
SWATOW, AMOY, & S'HAI	Shaftesbury (str.)			Olyphant & Co.	Quick dispatch.
SWATOW, AMOY & FOOCHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	Quick dispatch.

For Sale.

SAYLE & CO.

BEG to announce to their Customers and the Public that they are now showing their NEW GOODS for the AUTUMN and WINTER SEASONS, which have been carefully selected from the best and cheapest Markets, and are of the newest and most FASHIONABLE STYLES, comprising the following:—

Ladies' JACKETS and MANTELETS in SILK, VELVET, and FANCY CLOTH.
OPERA CLOAKS.
LLAMA, TASMANIAN, SEDAN, and other SHAWLS.
Norwich SILK SQUARES.
COSTUMES and POLONAISES, in new materials of the latest designs.
FANCY TRIMMED UNDERSKIRTS.
TRIMMED STRAW and MILLINERY HATS and BONNETS. (A choice Assortment of the above received Monthly.)
Ladies' and Childrens' UNTRIMMED HATS, in Felt, Velvet, and Straw.
BLACK and COLORED SILKS.
FANCY DRESS MATERIALS, of all kinds.
BLACK SILK VELVET.
BLACK and COLORED VELVETEEN.
Chintz and Printed FLANNELS, for Dressing Gowns.
REAL VALENCIENNES, MALINES, MALTESE, CLUNY, HONITON and DUCHESSE LACES.
LACE and MUSLIN GOODS of all descriptions.
BROCHE SASHES (hand-sewn).
Embroidered BOOK MUSLIN SASHES.
Moire, Faille, and Chené SASH RIBBONS.
KID GLOVES, single and double button.
A large Stock of LADIES' and CHILDRENS' UNDER-CLOTHING and BABY LINEN, always on hand.
CORSETS and DRESS IMPROVERS.
The Patent Washing CRINOLINE.
RIBBONS, FLOWERS and FEATHERS.
Ermine and Swansdown COLLARETTES, MUFFS, and TRIMMINGS.
JET NECKLETS, BROOCHES, and EARRINGS.
GOLD LOCKETS.
SOAPS, PERFUMERY and TOILET REQUISITES of all kinds.
&c., &c., &c.

DRESSMAKING AND MILLINERY BY EXPERIENCED EUROPEAN ASSISTANTS.

ORDERS EXECUTED WITH CARE AND DESPATCH, AND AT VERY MODERATE CHARGES.

SAYLE & Co.,
GENERAL DRAPERS,
QUEEN'S ROAD & STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

FOR SALE.

KEROSINE OIL.
TURPENTINE.
White and Colored PRINTING PAPER.
Apply to

VOGEL, HAGEDORN & Co.

tf 1133 Hongkong, 11th July, 1873.

FOR SALE.

TEAKWOOD LOGS and PLANKS, of all sizes.
Apply to

FREDERIC DEGENAER.

tf 1483 Hongkong, 6th September, 1873.

FOR SALE.

FINE Dessert CLARET.
Superior Pale Dry SHERRY.
Fine OLD PORT.
Apply to

SANDER & Co.

tf 999 Hongkong, 29th May, 1872.

NOW READY.

IMPERIAL QUARTO,

ENGLISH AND CHINESE DICTIONARY,
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

BAKER & CO.

HAVING purchased the ENTIRE STOCK of Messrs. BONNETT & Co., under very advantageous terms, beg to announce that the premises lately occupied by the above were RE-OPENED for business on

MONDAY, the 15th instant,

Where we are showing a well selected Stock of
COLORED SILKS, SATINS,
COSTUMES FOR THE COMING SEASON,
IN THE
Newest Style and Materials.
RIBBONS, LACES, PERFUMERY,
FANCY GOODS,
AND
STATIONERY,
in great variety.
Also,
A large Stock of
TABLE LINENS and LINEN SHEETINGS,
FLANNELS, BLANKETS,
&c., &c., &c.,
Most of the above Goods to be sold at
GREATLY REDUCED PRICES
to make room for
NEW GOODS
for the Autumn and Winter Seasons.
Also,
A large Stock of
ENGLISH-MADE SADDLERY,
which must be sold without *regard to cost.*

BAKER & CO.,
24, *QUEEN'S ROAD CENTRAL,*
COURT MILLINERS, DRESS AND MANTLE MAKERS,
GENERAL DRAPERS,
LADIES' & CHILDREN'S OUTFITTERS,
&c., &c., &c.

1475 Hongkong, 5th September, 1873.

ROSE & CO.

BEG to intimate to their Customers and the Public generally, that their branch business in Queen's Road was REMOVED to their Premises in Wellington Street, on the 1st of September.

Their usual Season's CLEARING SALE commenced on the 1st September, and will continue for one month, to make room for their Shipments of AUTUMN and WINTER STOCK.

tf 1392 Hongkong, 26th August, 1873.

FOR SALE.

BEST PORTLAND CEMENT.
Apply to

FREDERIC DEGENAER.

tf 1441 Hongkong, 2nd September, 1873.

FOR SALE.

FRENCH, LATIN, and CHINESE DICTIONARY, of the Spoken Mandarin Dialect, by PAUL PERNY, M.A. Price, $10.

APPENDIX to the FRENCH, LATIN, and CHINESE DICTIONARY of the Spoken Mandarin Dialect, containing:—A notice of the Imperial Academy at Pekin; a notice on Chinese Bohonig; a general description of China, &c., &c., &c., by PAUL PERNY, M.A. Price, $10.

CHINESE PROVERBS, collected and classed by PAUL PERNY, M.A. Price, $0.50.

The following Works, by the same author, will shortly appear:—

"LATIN-CHINESE DIALOGUES."

The First Volume of "A CHINESE GRAMMAR." Apply to

FREDERIC DEGENAER.

tf 1442 Hongkong, 2nd September, 1873.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax } CANVAS.
Crown

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

FOR SALE.

JOHN DURAND & Co.'s FAMOUS BORDEAUX WINES.
CLARET, ST. JULIEN MEDOC, in Wood.
ST. JULIEN, ST. ESTEPHE, MARGAUX LAROSE, and LAFITTE, in 1 dozen cases.
ROEDERER'S CELEBRATED CHAMPAGNE.
CARTE NOIRE and CARTE BLANCHE, in cases of 2 doz. Pints.
STARTUP & KENTISH'S GENUINE PORT WINES and SHERRIES, in 1 doz. cases, bottled in the London Docks.
BLANCHY FRERES & Co.'s RENOWNED BRANDIES, of Standard Strength and Purity, in 1 dozen cases.
PETER DOMECQ & Co.'s SUPERIOR PALE DRY SHERRY, in 3 dozen cases.
Apply to

PAUL EHLERS & Co.

1187 Hongkong, 23rd July, 1873.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

FOR SALE.

200 Piculs best MANILA COFFEE.
MANILA CIGARS, 2s Habanos, Cavite.
MANILA CIGARS, 2s Habanos, Superior.
Apply to

REMEDIOS & Co.

1m 1533 Hongkong, 15th September, 1873.

FOR SALE.

CHAMPAGNE, VEUVE CLICQUOT-PONSARDIN REIMS,
in Cases of 1 doz. Quarts, and 2 doz. Pints.

SANDER & Co.,
Sole Agents for China, Japan and Manila.

tf 2151 Hongkong, 15th December, 1871.

NOW READY.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrappers, ...$1.50
Neatly Bound.... ... ... $2.00
Apply at the *Daily Press* Office.

成發記號
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1343 Hongkong, 16th August, 1873.

For Sale.

CLEARANCE SALE,
FOR A FEW DAYS ONLY.

THOMPSON & HIND

HAVING received their NEW GOODS for the Autumn and Winter Season, are now offering the balance of their
SPRING, SUMMER, and FANCY GOODS,
at a *further reduction*, consisting of:—
MILLINERY.
FLOWERS,
Coloured and Fancy Striped GRENADINES,
Printed CAMBRICS, MUSLINS, MUSLINETTES,
BRILLIANTES,
Fancy JACONETT MUSLINS,
LAWNS,
Black and Colored ALPACAS,
PARASOLS and SUNSHADES,
Children's Holland, Pique, and Marsella SUITS,
White MUSLIN and Batiste SKIRTS,
CUFFS and COLLARS, &c., &c.
An inspection is respectfully solicited.

THOMPSON & HIND,
33, *Queen's Road.*

1488 Hongkong, 1st October, 1873.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1872. Price $10.
Apply at the *Daily Press* Office.

Hongkong, 1st February, 1873.

Vessels on the Berth.

FOR SAIGON.

THE British Steamer

"REGALIA,"

Captain Harrison, will be despatched for the above Port TO-DAY, 2nd Oct., at 4 P.M.
For Freight or Passage, apply to

AH YON,
Kwong Hing, 57, Praya.

7d 1593 Hongkong, 26th September, 1873.

FOR SINGAPORE AND PENANG.

THE Steamship

"CARISBROOKE,"

Captain Murray, will be despatched for the above ports TO-DAY, the 2nd October, at 4 P.M.
For Freight or Passage, apply to

AH YON,
Kwong Hing, 57, Praya.

1599 Hongkong, 27th September, 1873.

FOR MANILA.

THE departure of the Spanish Steamer

"FORMOSA,"

for the above Port, is POSTPONED until SATURDAY, the 4th October, at noon.
For Freight or Passage, apply to

REMEDIOS & Co.

4d 1611 Hongkong, 1st October, 1873.

FOR SWATOW, AMOY, AND SHANGHAI.

THE American Steamer

"SHAFTESBURY"

will have immediate despatch for the above ports.
For Freight or Passage, apply to

OLYPHANT & Co.,

tf 1612 Hongkong, 1st October, 1873.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"NAMOA,"

Captain Westoby, will have immediate despatch for the above ports.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

tf 1601 Hongkong, 27th September, 1873.

FOR LONDON.

THE Star Navigation Company's Steamer

"SIRIUS,"

expected here from Foochow on the 2nd proximo, will have space for a small quantity of cargo.
Apply to

BIRLEY & Co.,

tf 1598 Hongkong, 26th September, 1873.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"DIOMED"

will be despatched on or about the 2nd October.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

7d 1597 Hongkong, 26th September, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"VOLGA,"

Captain Flambeau, will be despatched for YOKOHAMA,
shortly after the arrival of the next French Mail.

C. BERTRAND,
Principal Agent.

1554 Hongkong, 19th September, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"DONNAI"

Captain ——, will be despatched for SHANGHAI,
shortly after her arrival from Europe.

C. BERTRAND,
Principal Agent.

1555 Hongkong, 19th September, 1873.

FOR NEW YORK.
(To follow the British Barque "Chinaman.")

THE A 1 10 years British Clipper Ship

"DOUNE CASTLE,"

887 tons Register, McDairmid, Master, will load at Whampoa and Hongkong, and will have early despatch.
For Freight, apply to

RUSSELL & Co.

tf 1387 Hongkong, 25th August, 1873.

FOR LONDON.

THE British Ship

"STAR OF CHINA,"

will load here and at Whampoa, and will have quick despatch for the above Port.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
Hongkong;
DEACON & Co.,
Canton.

tf 1435 Hongkong, 2nd September, 1873.

Vessels on the Berth.

FOR NEW YORK.

THE A 1 American Clipper Ship

"RINGLEADER,"

Thatcher, Master, having the greater portion of her cargo engaged, will load at Whampoa and Hongkong, and have early despatch as above.
For Freight, apply to

RUSSELL & Co.

tf 1583 Hongkong, 25th September, 1873.

FOR LONDON AND HAMBURG.

THE German Steamer

"SYLVIA,"

Johannsen, Master, expected here shortly, will load as above, and have quick despatch.
For Freight or Passage, apply to

WM. PUSTAU & Co.,
Agents.

tf 1566 Hongkong, 22nd September, 1873.

FOR NEW YORK.

THE A 1 British Barque

"FALCON,"

Dunn, Master, having the greater portion of her Cargo engaged, will load at this and Whampoa, and will have quick despatch.
For Freight, apply to

OLYPHANT & Co.,

tf 1523 Hongkong, 13th September, 1873.

FOR DUNEDIN AND SYDNEY.

THE A 1 Clipper Ship

"RIFLEMAN,"

Thos. Bishop, Master, having the greater portion of her cargo and passengers engaged, will have immediate despatch for the above ports.
For Freight or Passage, apply to

ROZARIO & Co.

tf 1582 Hongkong, 25th September, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS AND PORT LOUIS.

ON SATURDAY, the 4th October, 1873, at noon, the Company's Steamship "*IRAOUADDY*," Commandant BOUEDON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 3rd October, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.

Hongkong, 20th September, 1873.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*JAPAN*" will leave Hongkong for San Francisco, via Yokohama, on SATURDAY, the 11th October, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*JAPAN*" will be due at San Francisco November 16th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Return Passage Tickets issued at a reduction of 20% on regular rates.

Freight will be received on board until 4 P.M. on the 10th proximo. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.

Hongkong, September 27th, 1873.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GEELONG*," Captain G. J. BABOT, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 16th October, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 15th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 29th September, 1873.

BROWN, JONES & CO., UNDERTAKERS, &c.,
OFFICE—No. 9, HOLLYWOOD ROAD.

Memorial Stones and Monuments erected.

tf 357 Hongkong, 21st January, 1873.

THE UNDERSIGNED begs to inform the Public of
HONGKONG, HO NAM, AND CANTON
that he has shops established at those places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronising him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.

HING KEE.

1y 745 Hongkong, 13th May, 1873.

Post-Office Notifications.

A mail will close.

For Swatow.—Per *Norna*, to-day, the 2nd instant, at 7.30 A.M.

For Singapore and Penang.—Per *Carisbrooke*, to-day, the 2nd Oct., at 3.30 P.M.

MAILS BY THE "*FRENCH PACKET*"

The French Mail Packet "*IRAOUADDY*" will be dispatched on SATURDAY, the 4th October, at noon, with the Mails—

To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Australia and New Zealand, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.

The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 4th October, after which no letters can be received.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 3rd October.

Letters for Registration will be received until 10 A.M. on the 4th October.

F. W. MITCHELL,
*Postma

Extracts.

A GOOD-NATURED MAN.

If I had been consulted, when
I happened to be born,
My place among my fellow men
Had been refused with scorn:
For now I fired I must enjoy
The life, which I began
At first as kind, good-natured boy,
As kind, good-natured man!

I loved—as every fellow does—
But women treated me
As roses treat the bees that buzz
Around them in their glee;—
'Twas nice to keep me round about,
Their vanity to fan;
And then it wasn't hard to float
A kind, good-natured man!

I've not a friend who wouldn't sell
My friendship any day;
And yet all love me passing well,
And like to "come and stay."
I toil for every crown I touch;
But this unselfish clan
Will *his* last twopence share with such
A kind, good-natured man!

Nay; strangers find me out at once,
And comfortably graze
On one who is a hopeless dunce
In worldly wisdom's ways.
They take my vitual from my plate,
My liquor from my can:
And I—well, I submit to fate,
A kind, good-natured man!

And yet, at times I seem to feel
There's something somehow wrong;
Conviction o'er my mind *will* steal
And tell it, 'tis not strong!
Experience teaches in its school
That but a narrow span
Divides from the confounded fool
The kind, good-natured man!

—*Fun.*

THE CHESTER "ROWS."

The Chester "Rows" are not simply covered ways for foot passengers, along the sides of the streets and on the same level, such as are found in many Continental cities; they are covered galaries raised several feet above the street so that there are shops under the feet of those who walk to and fro, while the front rooms of overhanging houses are above their heads. Thus there is this singular fact in Chester which it shares with no other city that, partly along the pathway supplied by the walls, partly by the aid of those rows, the foot passengers can move about on a higher level than the carriages and the horses. Flights of steps at short intervals connect the rows with the streets. The nearest resemblance to this arrangement in any foreign city is at Berne, where in the lower part of the central street—the ground there falling rapidly towards the place where children and English travellers feed the bears—the covered footway does become a row, because the space below it becomes sufficient for vaults and shops. But it is strange fact that the truest prototype of the Chester row is to be found in a relic of ancient classical Rome. Not that any continuous architectural tradition from so ancient a date can be suggested with confidence. And yet these rows have probably something to do, in their origin, with the early Roman times. Stukely, in his "Itinerary," written not much more than half a century after the death of Charles I., says: "The Rows, or piazzas, of Chester are singular through the whole town, giving shelter to the foot people. I fancied it a remain of the Roman portico."—*The Dean of Chester, in the Art Journal for August.*

THE LAST SMILE.

We have all seen in print, and most of us perhaps on real living lips and faces, what is called a sardonic smile. Not all of us may be aware of the alleged origin of that expression. The sardonic laugh of the ancients was an involuntary distension of the muscles of the mouth, occasioned by a poisonous plant grown in Sardinia; and persons who died of this poison had a smile on their countenance—whence came about the meaning of forced, or affected, and grimacing smile. To a mere muscular mechanical movement is referred, by physiologists, the smile, so sweetly the reverse of sardonic, which is to be observed so often on the face of the dying, and of the dead. But under the spell of that suggestive aspect, one is inclined to scout at a physiological reduction of it to its lowest terms, in the style of Horatio's objection to a certain *post-mortem* examination on the part of the Prince of Denmark that "twere to consider too curiously to consider so." Rather one suffers one's feeling to find scope and devout expression in Keble's teaching, that

> No smile is like the smile of death
> When all good musings past
> Rise wafted with the parting breath,
> The sweetest thought the last.

Edgar Poe adverts somewhere to what he calls "that suspiciously lingering smile upon the lips which is so terrible in death." Between Poe and a Keble there is, in all things, a distinction with a difference. How differently from Gibbon would Keble have described the dying smile of that unnamed hero and martyr—the *quidam* of Lactantius—who was buried, or rather roasted, before a slow fire, for tearing down the edict of Diocletian, and upon whom the executioners, zealous to revenge the personal insult which had been offered to the Emperor, exhausted every refinement of cruelty without being able to subdue his patience, or to "alter the steady and insulting smile," so the historian of the Roman Empire calls it, "which, in his dying agonies, he still preserved in his countenance." For, such of the bystanders as sympathized with the sufferer had not to wait till that tyranny of pain was overpast before the smile that sealed his bliss should be seen and felt; it was there from the first, and it was there to the last. No waiting for it as for that of the promised smile in Mrs. Browning's poem:

> Weep not I weep not. Death is strong,
> The eyes of Death are dry.
> But lay this scroll upon my breast
> When hushed its heavings lie,
> And wait a while for the corpse's smile
> Which shineth presently.

Nor is the last smile so uniform in its expression and expressiveness as some would contend. Not too literary is Mr. Proctor's stanza to be rendered, which says that

> All faces melt in smiles and tears,
> Stirred up by many a passion strange
> (Likings, loathings, wishes, fears),
> Till death—then ends all change.
> Then king and peasant, bride and nun,
> Wear but one!

Without, however, essaying in the least to differentiate among the specific varieties of the one generic smile, let us glance at a few recorded examples here and there, whether in the records of actual life, or as transferred thence to the uses of poetry and prose fiction, to point a moral or adorn a tale.

The last glimpse Edmond About allows us of Tolla is when the whole town assembles to admire, for the last time, that flower of virtue and beauty. "Her face was calm and smiling; death had effaced all the ravages of disease: Tolla was again, for one day, the prettiest girl in Rome." Like Elaine, in the "Idylls of the King,"

> And that clear-featured face
> Was lovely, for she did not seem as dead
> But fast asleep, and lay as tho' she smiled.

Or like the Fidele, found by Arviragus within the cave,

> Stark, as you see:
> Thus smiling, as some fly had tickled slumber,
> Not as death's dust, being laughed at.

Admired as one of the very happiest epigrams in the English language, is Sir William Jones' translation of a *penzee* of Hafez:

> On parents' knees, a naked, new-born child,
> Weeping thou sat'st, while all around thee smiled:
> So live that, sinking in thy last long sleep,
> Calm thou may'st smile, while all around the weep.

—*Cues from all Quarters.*

AN AWKWARD ANNOUNCEMENT.

A correspondent writes:—"At the Freshwater end of the Isle of Wight, the common people have a strange way—perplexing until one knows it—of pronouncing their o's and a's; for instance, they call a wardrobe a *wardrebe* or *werdrobe*. I remember one night that some of us young people were sitting over the fire at Admiral ——'s, telling ghost stories, and feeling decidedly nervous thereat, when a lugubrious looking servant came up to me, and said in solemn tone, 'Sir, your *hearse* is at the door.' 'Bless my soul!' said I, appalled, 'what *do* you mean?' And then suddenly remembering the local peculiarity of pronunciation, said 'Good night,' and mounted my horse."—*From Once a Week.*

PAWNBROKERS.

It is astonishing how prosperous pawnbrokers are, notwithstanding the alleged persecution of their class, and their demands for improved legislation to guard them against the machinations of their clients. The witness from whose evidence I have most recently quoted, stated that *he had never known a pawnbroker get into the Gazette in Scotland.* Looking at the whole result of the evidence—the undeniable statistics adduced by magistrates, and the weak flimsy fallacies of the pawnbrokers—the only conclusion at which we can arrive is, that the pawnbroking system, as at present administered, fosters crime, encourages improvidence, and, while it appears to help the poor, tends to involve them in degrading complications, the effects of which are not wholly dissimilar to those of the beneficent Poor Law, which makes paupers in these countries to the third and fourth generations.—*Gentleman's Magazine.*

THE MAGNETISM OF LARGE CITIES.

The time seems to have altogether departed when towns like York, Bath, Bristol, were centres of country influence, of local culture, of literary and dramatic success. London has magnetised all the clever fellows. This is regrettable. Country towns of reasonable magnitude give a brilliant man or a charming woman better chances than they can find in what De Quincey aptly called "the nation of London." Immense cities are self-destructive. Their west end is frivolous: their east end is squalid; their north and south are dreary and slow. All cities follow the great geographic law of movement westward, leaving behind them on the north and south the dull dwellings of crass citizens. You can tell the man from his abode—the woman also. Wide is the difference between Kensington and Stepney, between Holloway and Herne-hill, though all four are within four miles of the village where Queen Eleanor's cross stood of old. As the overgrown city pushes its horns westward, Greenford, and Hayes, and Hillington will be fashionable parts; indeed, it will not surprise me if, in days to come Stoke Pogis should be looked upon as East London, and a house at Knowl-hill, now letting for fifty pounds a year, should be thought cheap at a thousand.—*From "Miranda: A Midsummer Madness," by Mortimer Collins.*

NORWEGIAN LADIES.

At the station where we dined we met two young lady pedestrians (the dagbog chronicled their names as Anna and Maria Rogstad), who had left Trondhjem in the same steamer as ourselves. They were on their way to visit an uncle in the Gulbrandsdal, 150 miles away, and intimated as coolly as possible their intention of walking the whole way, doing an average of three Norwegian miles a day. A heavy deer-hide knapsack lay at their feet, the jointstock possession of the two sisters, and on our innocently inquiring how they sent it on from place to place—one of them, in a quiet matter-of-fact way, replied, *vi bære det* (we carry it). And so they did, for being just ready to start, the elder and stronger of the two swung it over her shoulder like a feather; we rendered our assistance (evidently superfluous, though,) in adjusting the straps and hooks, and off they trudged at a brave pace, leaving us in admiration of their pluck. A fact like this speaks volumes for the safety of travelling in Norway, and is a striking evidence that their system of home education produces strong healthy women who are not rendered effeminate by overcoddling. It will be a long time, we fancy, before two young unprotected ladies could walk through England without insult or annoyance, yet here, in Norway, it is a matter of every day occurrence, for a mile or two farther on we met another party of five *demoiselles errantes*, but wiser than our friends, they had hired a *Stolkjerre* to bring on their baggage, each of them taking it in turn to act as coachman.—*From Over The Dovrefjelds, by J. S. Shepard.*

MILTON'S COUNTRY AND GENIUS.

The inspiration of Milton's genius was not that of personal experience and emotion. He sang by no means as the bird sings, to give voice to the feelings with which the strings of the heart are vibrating to agony. He was a student of music and of beauty, training himself to excel in the august art of song, aware of its difficulty, but aware also of his powers. Conscious education of this kind is perilous; genius, tamed and regulated, is apt to lose its wings and become capable only of the sober paces of prose. It is, therefore, a proof of the fiery and inextinguishable nature of Milton's genius that it triumphed over the artificiality of his training; that there is the pulse of a political life in his most highly wrought poems, and that the whole mountain of his learning glows with the strong internal flame. His inspiration was from within, the inspiration of a profound enthusiasm for beauty and an impassioned devotion to virtue. The district in which he lived during the period of his most elaborate self-education is not marked enough to have disturbed, by strong impressions from without, the development of his genius from within. Horton lies where the dead flat of South-eastern Buckingham meets the dead flat of South-western Middlesex. Egham Hill, not quite so high as Hampstead, and the chalk knoll on which Windsor Castle fails to be sublime, are the loftiest ground in the immediate neighbourhood. Staines, the Pontes of the Romans, and Runnymead with its associates, are near. The parish church of Horton, in which Milton worshipped for five years, and in which his mother is buried, has one of the Norman porches common in the district, but is drearily heavy in its general structure, and forms a notable contrast to that fine example of the old English church in which, by the willows of Avon, lie Shakspeare's bones. The river Colne breaks itself, a few miles to the north, into a leash of streams, the most considerable of which flows by Horton. The abounding water-courses are veiled with willows, but the tree does not seem to have attracted Milton's attention. It was reserved for the poet-painter of the Liber Studiorum to show what depths of homely pathos, and what exquisite picturesqueness of gnarled and knotted line, could be found in a pollard willow, and for Tennyson to reveal the poetic expressiveness of the tree denoting a solemn and pensive landscape, such as that amid whose "willowy hills and fields" rose the carol,

> mournful, holy,
> Chanted loudly, chanted lowly,
> Till her blood was frozen slowly,
> And her eyes were darkened wholly,

of the Lady of Shalott. About ten miles to the north of Horton is Harefield, a village probably quite as silent to-day as in Milton's time, for the railway, at Uxbridge, is five miles distant, and all who must live near the steel highway have left the little place. Here, on his visits to the Countess of Derby, Milton would see a less uniform landscape; hills of pleasant undulation, and the Colne, still undivided, lighting with pale gleam its wooded valley.—*The Contemporary Review.*

Insurances.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1058 Hongkong, 15th October, 1868

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1872.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of their Contributions for the year ended 31st December, 1872, in order that the distribution of Twenty per cent. (20 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims nor alterations subsequently admitted.

AUGUSTINE HEARD & Co., *Secretaries.*

4m 1079 Hongkong, 1st July, 1873.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	¼ per cent. per annum.
Other dwelling Houses and strictly as such, and their contents.	½ "
Godowns, Offices, Shops, &c., and their contents.	1 "

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents, North British and Mercantile Insurance Company.*

tf 1168 Hongkong, 24th June, 1872.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.

A discount of Twenty per cent. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1y 15 Hongkong, 1st January, 1873.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅓ of the annual rate
Not exceeding 1 month	½ "
Above 1 month, and not exceeding	¾ do.
Above 3 months and not exceeding	6/8 do.
Above 6 months the full annual rate.	

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

tf 675 Hongkong, 13th August, 1869.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co., *General Agents.*

tf 314 Hongkong, 15th February, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of

SIEMSSEN & Co., *Agents.*

tf 40 Hongkong, 16th October, 1872.

Insurances.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

THE QUEEN INSURANCE COMPANY

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.

tf 241 Hongkong, 22nd January, 1870.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate
Above 1 month, and not exceeding	½ do. do.
Above 3 months and not exceeding	¾ do. do.
Above 6 months the full annual rate.	

N.B.—Short period Policies can be renewed for a term to complete 12 months, the premium charged for such prolonged term being the balance of the Annual Premium.

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents, North British & Mercantile Insurance Company.*

tf 1067 Hongkong, 24th June, 1872.

Insurances.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.

WM. PUSTAU & Co., *Agents.*

tf 663 Hongkong, 8th April 1872

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅓ of the annual rates
Not exceeding 1 month	½ do. do.
Above 1 month, and not exceeding three months.	¾ do. do.
Above 3 months, and not exceeding six months....	⅞ do. do.
Above six months the full annual rate.	

JARDINE, MATHESON & Co., *Agents, Alliance Fire Assurance Company.*

tf 678 Hongkong, 26th August 1869

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in

FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

HONGKONG MARKETS.

As Reported by Chinese on the 1st October, 1873.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per picul	$108.00 a $117.00
" " 28 a 32	"	118.00 a 134.00
" " 38 a 42	"	127.00 a 138.00
GREY SHIRTINGS, 7 a 7½ lbs	per piece	$2.00 a 2.05
" 8 a 8½ lbs	"	2.30 a 2.45
" 9 a 10 lbs	"	2.90 a 3.25
WHITE SHIRTINGS, 56 a 60 reed	"	2.05 a 2.20
" " mill cleaned	"	2.60 a 2.75
" 68 a 72 "	"	2.95 a 3.40
WHITE SPOTTED DO.	per piece	2.50 a 2.55
WHITE BROCADES	"	2.50 a 2.55
AMERICAN DRILLS, 30 yards	"	2.40 a 2.50
" 40 "	"	2.50 a 3.60
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.	"	1.70 a 1.65
" 24 " & 36 " 8 lbs	"	2.20 a 2.25
DYED SPOTTED SHIRTINGS	"	3.75 a 3.90
DYED BROCADE Do.	"	3.65 a 3.90
DYED DAMASK Do.	per piece	5.75 a 6.00
CHINTZ	"	1.95 a 2.00
HANDKERCHIEFS, Blue	per doz.	0.65 a 0.70
" Brown	"	0.62 a 0.70
" Red	"	0.75 a 0.82
VELVETS, Black, 22 ins.	per yard	0.22 a 0.25
" Gentian, 22 "	"	0.22 a 0.25
VELVETEENS, Black	"	0.25 a 0.28

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.82 a 0.83
LONG ELLS, MM Scarlet	per piece	8.10 a 8.20
" " Assorted	"	7.60 a 7.70
" HH Scarlet	"	8.10 a 8.20
" " Assorted	"	7.70 a 7.80
GAMLETS, SSS	"	16.60 a 17.00
" SS	"	18.50 a 19.00
" S	"	20.00 a 20.50
" BBB	"	22.00 a 22.50
LASTINGS, DD	"	12.00 a 13.50

METALS.

IRON, Nail Rod Nos. 1 a 6	per picul	4.10 a 4.15
" Hoop	"	4.60 a 4.75
" Bar	"	4.00 a 4.05
" Small Round Rod	"	3.85 a 3.90
" Wire	"	10.50 a 11.00
LEAD	"	7.00 a 7.15
STEEL, English	per tub.	4.50 a 4.65
" Swedish	"	4.75 a 5.00
TIN, Malacca	per picul	34.00 a 35.00
TIN PLATES	per box	8.80 a 8.80
SHEATHING METAL	per picul	24.50 a 29.50
QUICKSILVER	"	130.00 a 140.00
SPELTER	"	7.50 a 7.65

PRODUCE

COTTON, Shanghai	per picul	15.50 a 16.00
" Ningpo	"	17.00 a 17.20
" Tientsin	"	16.00 a 16.50
" Shantung	"	16.00 a 16.50
" Bengal	"	12.00 a 16.50
ALUM	per picul	1.70 a 1.85
SAPPANWOOD, Japan white	"	4.20 a 4.50
" Black	"	3.85 a 4.20
RICE, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.70 a 1.75
" " mill cleaned	"	1.55 a 1.60
" Manila	"	2.35 a 2.40
" Java	"	2.00 a 2.10
" Singapore	"	1.60 a 1.70
" Saigon	"	1.60 a 1.75
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
SALTPETRE	"	6.00 a 6.85
COALS, AFLOAT	per ton.	
" English steam	"	12.75 a 13.00
" American Anthracite	"	13.75 a 13.00
" Sydney	"	10.50 a 11.00
WINDOW GLASS	per box.	4.25 a 4.40
STRAITS PRODUCE, &c.,		
RATTANS, Straits	per pcl.	5.50 a 6.00
" Banjar	"	4.50 a 4.85
PEPPER, White	"	22.00 a 22.20
" Black	"	15.00 a 15.25
BETEL NUT	"	3.50 a 4.25
SANDAL WOOD Malabar	"	4.25 a 4.50
" South Seas	"	17.00 a 18.50
SAPAN WOOD, Manila	"	1.70 a 2.00
" Siam	"	2.20 a 2.65
FLOUR, California, per sack of 50 lbs	"	1.30 a 1.35
" American, per barrel of 200 lbs	"	5.85 a 6.00
WHEAT, Tientsin	per pcl.	1.80 a 1.95
" California	"	1.95 a 2.10
SUGAR, Canton white, 1 a 3	"	6.75 a 7.20
" Dk. Brown	"	3.60 a 3.80
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	4.20 a 4.50
" " Dk. Brown	"	3.75 a 3.90
CAMPHOR, packed	"	15.75 a 16.00
PEAS, White	"	1.30 a 1.35
" Green	"	2.25 a 2.50
" Black	"	1.40 a 1.60
" Yellow	"	1.65 a 1.70
MUSHROOMS, Japan	"	36.00 a 42.50
SEAWEED, Green	"	2.25 a 2.50
" Cut	"	2.75 a 2.90
MUSSELS, Dry Siam large	"	8.75 a 13.00
" " small	"	6.75 a 8.20
VERMICELLI, Tientsin	"	6.25 a 7.00
BEES WAX, Japan	"	15.50 a 16.50
" Hankow	"	66.00 a 67.00

SHIPPING IN THE CANTON WATERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Carisbrooke	Murray	Brit. str	845	Gibb, Livingstone & Co	
Dang Wen	Lord	Ann. str	250	Aug. Heard & Co	
Fame	Richardson	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Gwalior	Haselwood	Brit. str	1727	P. & O. S. N. Co	
Iraouaddy	Bourdon	Fren. str	2400	M. M. Co	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang		Brit. str	1061	A. Heard & Co., Agents	
Lap Tek	Thebaud	Brit. str	460	E. J. Sage	
Lintin		Brit. str	69	Acheong	
Madras	Bernard	Brit. str	1199	P. & O. S. N. Co	In dock
Milbanke	Smith	Brit. str	843	Wm. Pustau & Co	
Namoa	G. Westoby	Brit. str	862	D. Lapraik & Co	
Nil	Samat	Fren. str	1200	M. M. Co	
Norna	Koch	Brit. str	606	Kwok Acheong	Swatow
Powan ‡	Benning	Brit. str	1890	A. Heard & Co., Agents	
Poyang ‡	Carroll	Brit. str	821	A. Heard & Co., Agents	
Prince Albert		Brit. str	180	Acheong	
Regalia	Harrison	Brit. str	607	Paul Ehlers & Co	
Scotland	Washburn	Brit. str	1176	Vogel, Hagedorn & Co	
Sir J. Jeejeebhoy		Brit. str	101	Acheong	
Statesman	Vallant	Brit. str	1210	Jardine, Matheson & Co	
Volga	Flambeau	Fren. str	950	M. M. Co	
White Cloud §		Brit. str	380	A. Heard & Co., Agents	
Yot-tung		Brit. str	332	Acheong	Laid up
‡ *Running between Hongkong and Canton.*					
§ *Running between Macao and Hongkong.*					
SAILING VESSELS.					
Absalon	Ravnkilde	Dan. bk	201	Ed. Schellhass & Co	
Adella	Simpson	Amr. bk	334	Order	
Arakan	C. Bourdon	Fren. bk	492	Willaume	
Ardito	F. Oselletich	Aus. bk	498	M. M.	
Atlantic	Gidlof	Dan. sh	576	R. S. Walker & Co	
Bates Bass	Fishman	Ned. bg	289	Chinese	
Candeluria	Barredo	Span. bg	407	Remedios & Co	
Canton	Heimsoht	Siam. sh	779	Chinese	
Canton	C. Deneken	Ger. bk	464	Siemssen & Co	
Chateaubriand	Hervé	Fren. bk	350	Order	
Charger	Creelman	Amr. sh	1169	Olyphant & Co	
Chow-Sye	G. Kruse	Siam. sh	462	Chinese	
Clairellen	John King	Brit. bk	434	Order	
Chloris	W. Matzen	Ger. bk	428	Arnhold, Karberg & Co	
Christianhavn	C. S. Djorup	Dan. bk	241	John Burd & Co	
Cutty Sark	Vorrath	Siam. bk	474	Chinese	
Diamond City	Schumacher	Siam. bk	261	Chinese	
Dora	Petersen	Ger. bk	285	Melchers & Co	
Douglas Castle	Skinner	Brit. sh	677	D. Lapraik & Co	
Dudu	S. W. Lund	Siam. bk	322	Chinese	
Ellon Castle	Ramsey	Brit. bk	330	Chinese	
Esmeralda	P. Giotin	Fren. bk	574	Landstein & Co	
Eugenio	Meloslavich	Aust. bk	600	Order	
Fabius	Stalze	Siam. sh	635	Kim-tye-loong	
Falcon	C. Saljc	Siam. bk	330	Chinese	
Federica	Press	Brit. bk	384	D. Lapraik & Co	
Flying Cloud	S. Milner	Brit. bk	344	Chinese	
Freya	J. Jensen	Ger. bk	499	Siemssen & Co	
Gertrude	Dewar	Brit. bk	666	Messageries Maritimes	
Imogen	Mathews	Brit. bk	375	Thos. Howard & Co	
J. C. Munroe	John Smith	Brit. bk	612	Wm. Pustau & Co	
Johann Smidt	Hagemann	Ger. bk	400	Bourjau & Co	
Joyce Phillips	Kirby	Brit. bk	514	P. M. S. Co	
Jurgen	Ildedup	Ger. bk	269	Bourjau & Co	
Lady Blessington	Williams	Amr. bk	1048	P. & O. S. N. Co	
Landwursten	J. G. Becker	Ger. bk	283	Siemssen & Co	
Limerick Lass	Yeaton	Amr. bk	600	Gibb, Livingston & Co	
Ly-ee-moon	Rasmussen	Brit. bk	425	Order	
Manolito	P. Camus	Span sch	228	Remedios & Co	
Margot	Volquardsen	Ger. bk	202	Arnhold, Karberg & Co	
Maria Rickmers	Westendorff	Ger. bk	567	Siemssen & Co	
Mary B. Roberts	D. J. Trask	Amr. bk	469	Order	
Maury	Sandrich	Ger. bk	389	Siemssen & Co	
Melrose	Thos. Neill	Amr. sh	999	P. & O. S. N. Co	
Mille Tonnes	Menard	Fren. sh	760	Order	
Mirella	Pitt	Brit. bk	727	Order	
Naworth Castle	M. Linklater	Brit. bk	349	Chinese	
Ocean	Janssen	Ger. bk	225	Eduard Schellhass & Co	
Palmyra	Cromarty	Brit. sh	888	Order	
Prince Alfred	Sim	Brit. bk	258	R. S. Walker & Co	
Puritan	C. W. Doane	Am. sh	1213	Russell & Co	
Queen of England	T. Matthiesen	Siam. sh	542	Chinese	
Race Horse	E. Jorgensen	Siam. bk	387	Chinese	
Rifleman	Bishop	Brit. sh	718	Order	
Ringleader	E. Thatcher	Amr. sh	1183	Order	
Rita	S. Gutierres	Span. bk	563	Order	
Rotterdam	J. Dik	Ned. bk	750	Melchers & Co	
Sapphire	J. Burgley	Amr. sh		Order	
Sharperton	Dunn	Brit. bk	362	Order	
Shooting Star	Svendsen	Siam. sh	618	Chinese	
Sumatra	Lathem	Brit. sh	773	Gilman & Co	
Taffarette	Bourness	Fren. bk	425	Russell & Co	
Three Brothers	H. Kahlcke	Brit. bk	367	Chinese	
Tuck-Sing	E. Marshall	Amr. bk	384	Chinese	

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
CANTON					
Fee-loong	Wright	H.I.C.M.	g-b.		
Fei-ho	Clayson	H.I.C.M.	g-b.		
Feiwan	Graves	Brit. str		A. Heard & Co., Agents	Laid up
Ling-feng	Cocker	H.I.C.M.	g-b.		
Man-nien-tsing	Sum-shun-fat	H.I.C.M.	cor.		
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Sai-Tsing	Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Bueh	H.I.C.M.	cor.		
Tien-Po		H.I.C.M.	g-b.		
MACAO.					
Agustina	Barrier	Peru. sh	947	Olano	Callao
America	Lanoivica	Peru. sh	1459	Pearce	Callao
Adelheid	Voge	Ger. bk	235	Order	
Cecilia	Riverio	Port. bk	533	Pearce	
Concordia		Port. bg	226	Order	
Fray Bentos	Angel Fulle	Peru. sh	561	Tuton	Callao
Glove		Fren. bk	200	Order	
Lola	Bareno	Peru. sh	890	Olano	Callao
Luisa Canevaro	Venturini	Peru. sh	1150	Astorquia	Callao
Macao	Vidaurrazaga	Peru. sh	1076	Pearce	Callao
Manco Capac	Olaguibel	Peru. sh	1018	Menacho	Callao
Nelusko	von Fleyden	Belg. str	1746	Tuton	Havana
Nuevo Providencia	Vidaurrazaga	Peru. sh	880	Tuton	Callao
Oracle	Erquiaga	Peru. sh	1231	Astorquia	Callao
Peru	Basagoitia	Peru. sh	690	Tuton	Callao
Santa Sancha	Nunes	Port. bk	311	Mello & Co	
Spark ‡	Wilson	Brit. str	140	A. Heard & Co., Agents	
Yeabel	Fura	Peru. sh